Navy News

JOIN US ON OUR WEBSITE: *www.navynews.co.uk*

SEPTEMBER 2000 £1.00

AT THE END OF HOPE

The Royal Navy's Kursk mission

back page





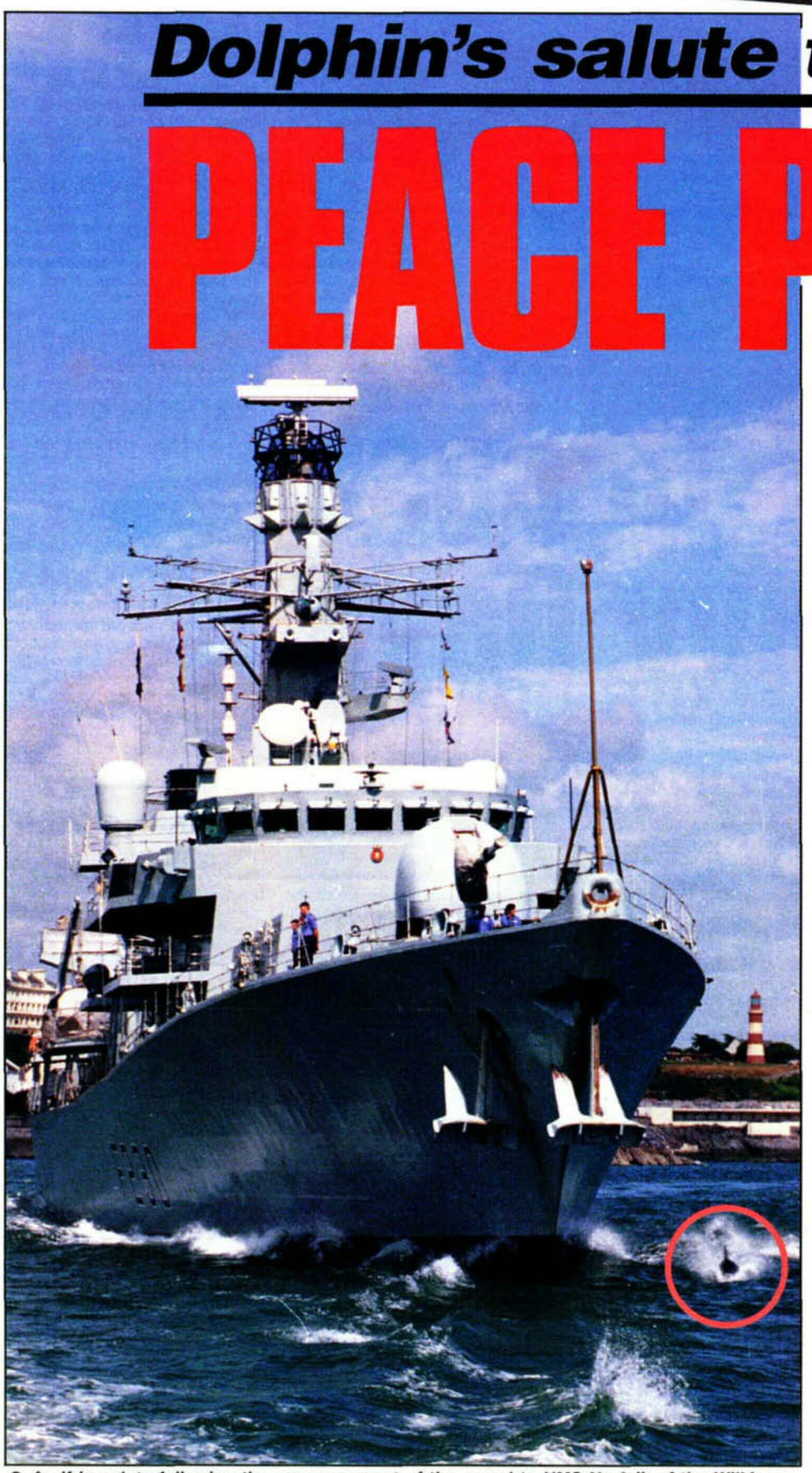
The Navy's Battle of Britain

pages 21-23



Dolphin's salute to HMS Norfolk as . . .

PEACE PRIZE WON BY CRISIS WARSHIP



● *As if in salute following the announcement of the award to HMS Norfolk of the Wilkinson Sword of Peace, this dolphin (circled) escorts the frigate into Devonport during a routine exercise in August. The rare sight was captured in this picture, and in close-up on the right, by cameraman LWEM John McKnight shooting his pictures from an accompanying police launch.*

A ROYAL NAVY warship that grasped the opportunity to shape global events has been awarded the prestigious Wilkinson Sword of Peace.

HMS Norfolk has won the honour for her involvement in the volatile arena of Sierra Leone following the advance of rebel forces into the capital Freetown in December 1998.

The rebels, opposed to the democratic government, were mutilating, kidnapping and murdering the local population and destabilising the country. HMS Norfolk, as the closest British warship, was sent in to support the government and Commonwealth citizens.

According to the citation, the frigate's arrival had an immediate impact, and "in essence, HMS Norfolk acted as a catalyst to help Freetown regain normality".

Locals saw that the outside world was concerned at their plight, the rebels were given a clear message of intent, and morale among troops from the Economic Community of West African States Monitoring Group (ECOMOG) was lifted.

The ship's Lynx helicopter was used to move medical supplies into the city, and several wounded people, including two nuns who had been shot, were evacuated, along with the Archbishop of Freetown.

As the position of President Kabbah improved and that of the rebels weakened, public confidence and security grew, and Norfolk

■ *Turn to page 2*



Carrier cutaway to be repeated

DUE to technical problems, our cutaway drawing of an Invincible-class aircraft carrier in the centre pages of our August edition was not reproduced to our usual high standard. To avoid causing disappointment to our readers we will repeat the feature in our next (October) issue.

■ NAVY'S CRICKET VICTORY p43 ■ SAILOR'S HELP FOR REFUGEE BOY p12 ■ LETTERS p6-7

New system to boost ship communications

SHIP to shore communication is being improved with the introduction of a new HF modernisation and multi-channelling outfit being installed in Royal Navy vessels and shore stations.

The main exchange of information in major warships is by military satellite (SATCOM), but over half the fleet – minor war vessels and Royal Fleet Auxiliaries – have no permanent military SATCOM system. And for those that are fitted with SATCOM there can be times when it is unavailable, such as when the vessel is outside the satellite 'footprint'.

The new system, Outfit SEZ, employs a much more robust type of waveform – 'phase shift keying' – which enables much higher data rates to be used in shore-to-ship HF broadcasts. That requires a new type of modem to be fitted.

Outfit SEZ also introduces a Time Division Multiplier (TDM) which combines up to four separate broadcasts into one new broadcast channel for transmission. When that is received on board ship, the signal will be processed by a TDM which will output the four separate channels of data.

To enable the processing of signal traffic at the higher data rates, ships that do not have a message-handling system will be fitted with an Intelligent Message Terminal (IMT) which will replace some teleprinters on board..

The changes will ensure a more capable and flexible system and will allow for growth in broadcast messages. Ships using existing shore transmitters will be capable of receiving HF radio signals, reliably, at greater ranges and much higher speeds.

Outfit SEZ is being placed in seven first-of-class ships during dockyard fitting opportunities. Three vessels have already received it – RFA Gold Rover, HM submarine Trafalgar and the mine-hunter HMS Brocklesby.

The other four will receive the fit by early next year. The system has also been installed so far in three shore communications centres at Plymouth, Whitehall and Inskip. The remainder of the Fleet will receive the system on an opportunity basis by 2004. Fleet Weapon Acceptance is planned for August 2002.

Details are published in RN Defence Council Instruction 101/00.

Veterans to challenge pension rule

HUNDREDS of ex-Navy people have grouped together to challenge the Ministry of Defence rule which disallows them pension rights if they served for less than 22 years before April 1, 1975.

On that date preserved pensions were introduced into the Armed Forces, whereby many people who had served far fewer than 22 years became entitled to a pension, and in most of those cases, a terminal grant. However the provision was not backdated .

Leading the campaign is ex-Navy rating Ned Parkinson of 15 Ridgeway Close, Paulsgrove, Portsmouth, who served 12 years in the Service but who is not entitled to a pension.

He said the veterans' group comprised about 700 ex-Service people, and their solicitors were seeking more to give the fight greater weight. It was expected that the case would go to the High Court this autumn.

Kent takes a rain-check



● *WOM Charlotte Dawson and OM Dale Magnus check for rain in Spain during a break in HMS Kent's trials programme in the South West Approaches. The Navy's newest Duke-class frigate took breaks in Amsterdam and Santander during work-up.*

Bravery of Norfolk sailor under fire



A SAILOR from HMS Norfolk who came under fire while operating one of the ship's seaboats in Sierra Leone has received a commendation for his bravery from Flag Officer Surface Flotilla, Rear Admiral Ian Forbes.

LS Kevin Whiteley came under fire repeatedly while ferrying passengers and medical stores ashore in Freetown in January last year. Calmly ordering his passengers to take cover while he was exposed to the danger, he successfully completed a number of journeys. *Picture: Chester Chronicle*

PEACE PRIZE

■ *From front page*

assisted United Nations and European Union representatives in the transport and distribution of food and medical stores.

She also acted as a secure, temporary home for the British High Commission.

The citation notes: "Despite physical danger and the horrors witnessed ashore, the commitment of the ship's company returned peace and a measure of security to the innocent people who had been so brutally assaulted.

"The positive reaction of local people, which reciprocated the efforts expended by HMS Norfolk, inspired all the greater exertion.

"In essence, HMS Norfolk acted as a catalyst to help Freetown regain normality.

"It is rare that the opportunity arises to shape global events. HMS Norfolk had that opportunity, grasped the moment and, by so doing, reaffirmed strong ties between two distant countries."

The frigate is due to visit East Anglia on September 7-11 to receive the sword. She will berth at Ipswich, and ceremonies will be held at Ipswich and Norwich.

■ **Argyll holds the fort – page 4**

Council 'no' to cash help for Navy Days

CHATHAM Navy Days has lost the financial support of Medway Council for next year's show.

The decision by the council's Policy and Resources Committee has been made following the failure this year of the three-day show to make a profit.

Navy News understands that the council made a grant of £20,000 on the understanding that all or part of it would be refunded out of the event's profits.

But this year Navy Days at Chatham – held during the late May bank holiday – was a washout. Torrential rain cut attendance to a little over half last year's figure of 102,000 visitors.

Now the council has said it believes next year's International Festival of the Sea at Portsmouth will compete with the Medway event organised by Chatham Historic Dockyard Trust. The local authority would prefer to see Navy Days held every other year and has said it will consider helping to fund it again in 2002.

Chatham Navy Days Director Bill Fowler told *Navy News* that the event would go ahead as planned on May 26-28 next year. While Medway Council's withdrawal of support was disappointing, it was only one of a wide range of sponsors contributing a total of over £300,000 to the event.

He fully expected the lost funding to be made up by sponsorship from other sources, and that the event would recover the success of its first year.

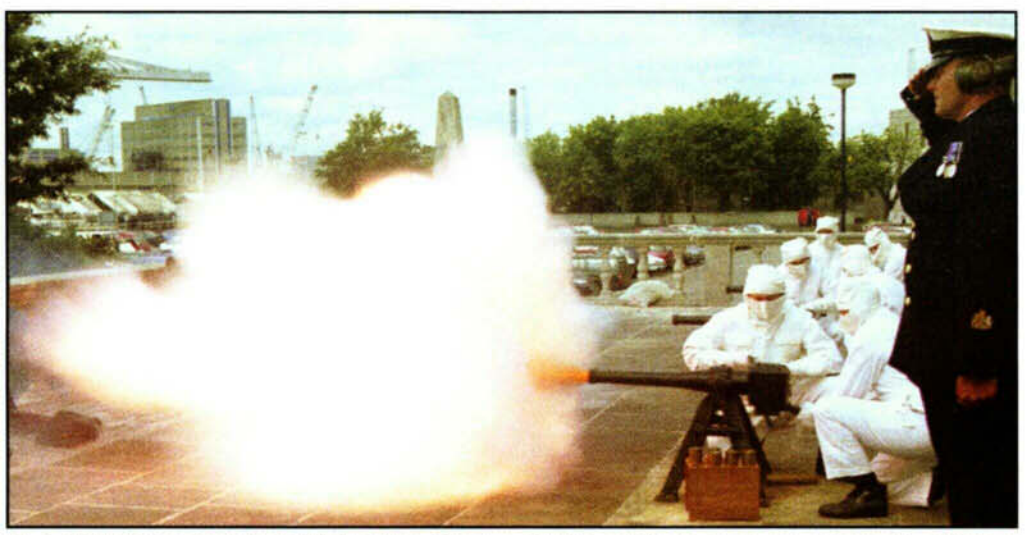
"We were very badly hit by the unusual weather this year," he said. "The approach roads to the Medway towns were flooded by atrocious weather, and there was also flooding in the dockyard itself. We were totally washed-out, and many other events in the area had to be cancelled because of the rain."

Mr Fowler said the local authority was still providing massive backing to the Historic Dockyard and was contributing £4 million to its development. "We are grateful for that, for their help in the past and for the council giving us early notice of its funding intentions for next year's Navy Days.

"My only disagreement with them is that the festival at Portsmouth is not in competition with us. That is being held at the end of August. It is complementary to our event and we maintain close liaison with the organisers in Portsmouth."

Next year's Chatham event would, he said, be of "vital importance" to the dockyard as it would coincide with new developments including a new museum and the only working Admiralty-pattern steam railway in existence.

Also on view will be the 1886 warship HMS Gannet which has now entered her new dry-dock as the first stage in a £1.6 million restoration project supported by Medway Council and the Heritage Lottery Fund.



● *A birthday cracker from HMS Drake, firing a 21-gun salute to mark the centenary of Queen Elizabeth the Queen Mother.*

Queen sees best of Raiders

MEMBERS of the Royal Navy Raiders parachute display team were delighted with its contribution to the Royal Military Tattoo – and were pleased that their best performance was seen by a royal audience.

Lt Cdr Phil Gibbs, who has more than 2,500 jumps to his name, including 550 displays, led the eight-man team, six of whose members jumped into the arena in Horse Guards Parade each evening.

The squad, the only RN Service members to participate on the ground, put in around 40 practice jumps before the tattoo, gradually working up to the display descents at dusk from 2,500ft into a small drop zone surrounded by buildings, high stands and a live audience of around 13,000.

One display was cancelled through bad weather, and two more days saw very tricky conditions, but all jumps were completed without mishap – "a credit to the whole parachute team for the event," said Lt Cdr Gibbs.

One descent saw the team leave the RAF helicopter over Buckingam Palace in difficult conditions, but the following two nights were text-book examples.

"This demonstration was conducted in the presence of the Queen, and it was a privilege for the team to perform so well that evening in her view."

It was the first formal tri-Service parachute display, and Lt Cdr Gibbs believes it was a valuable learning exercise.

Experts probe Merlin mishap

AN INVESTIGATION was under way after a lightweight panel fell from a Royal Navy Merlin helicopter on to a beach in West Sussex.

The panel, from the helicopter's flotation gear, fell a mile west of Shoreham Pier on July 31. No one was injured and the incident did not affect the airworthiness of the helicopter. It is understood that there were few people on the beach at the time.

The aircraft, from 824 Naval Air Squadron – the Merlin Training Squadron – was returning to RN air station Culdrose after taking part in an air show in Belgium.

Trafalgar 2000

EXETER Flotilla's Trafalgar Day 2000 service will be held in Exeter Cathedral at 11.30am on Sunday, October 22. The Bishop of Exeter, the Rt Rev Michael Langrish, will preach, and the Commodore of Britannia RN College Dartmouth, Commodore Mark Kerr, will read a lesson.

The collection will be shared between the cathedral and the British Sailors' Society.

Moving experience gets streamlined

MOVEMENT OF Naval personnel to and from postings abroad has been streamlined through a new, single agency to deal with the administration.

For Draft Orders from the beginning of August, the RN Overseas Support Unit replaced the complex system whereby overseas tours involved six separate agencies providing support for individuals and their families.

The new unit collocates the Movements Officer, formerly at Centurion Building, Gosport, with an enhanced Overseas Unit Personnel Officer staff, the RNOSU occupying the first floor of Orion Block, HMS Nelson, Portsmouth.

It provides a single point of contact, arranges all relocation requirements, assists with the completion of documentation, co-ordinates passport and other travel documentation and provides all Own Way Passage authorisations.

In addition, for those proceeding abroad to non Self-Accounting Units (SAUs) the unit provides continuous pay, cash and movement advice; co-ordinates all overseas travel arrangements; and processes advances of pay. For those in SAUs it co-ordinates outward travel arrangements.

Details appear in RN DCI 91/00.

DEEP IN THOUGHT

ON BOARD HMS Splendid somewhere off Plymouth, Defence Secretary Geoff Hoon pays close attention to Executive Officer Lt Cdr Paul Halton as he explains the diving procedure. Mr Hoon was on a familiarisation visit to Devonport Naval Base, during which he also paid a call on the Royal Navy's smallest ship, the survey motor launch HMS Gleaner, and the Type 42 destroyer HMS Nottingham.



Condor's Marines move to Kosovo

ROYAL Marines from 45 Cdo will spend six months in Kosovo after taking over the role of Pristina Battle Group from the Royal Regiment of Fusiliers at the beginning of this month.

More than 80 Land Rovers, trucks and all-terrain vehicles, ambulances, forklifts and bulk fuel carriers are being moved from their base at RM Condor, Arbroath to the capital city of Kosovo – all marked in KFOR colours.

As *Navy News* went to press they were being shipped from Dundee to Greece before completing the journey by road, along with 120 tonnes of equipment and stores.

Several companies of 45 Cdo have been reorganised for the unusual deployment, known as Operation Agricola, and they will be supported by engineers, artillery and armoured vehicles.

A total of 520 personnel from the Royal Marines, Royal Navy and Army were deploying in stages with advanced parties leaving early. 45 Cdo have been training for their new role since June when they returned from Exercise Western Rumba in Belize. A spokesman said: "Morale is high and we are eager to play our part in helping to provide a safe and secure environment for all in Kosovo."

Meanwhile it was announced that Headquarters 3 Cdo Brigade had assumed command of the British-led sector in Kosovo – the first time it had taken a command role in the Balkans.

Early bookings for Sea Fest's 'exciting mix of old and new'

THE FIRST coach party has booked places for the International Festival of the Sea (IFOS) 2001 – 15 months in advance.

Organisers of the event – the first of the Defence 2000 series which replaces the Royal Tournament – are confident that the success of IFOS 1998, also held in Portsmouth, will be a significant factor when the gates open next August.

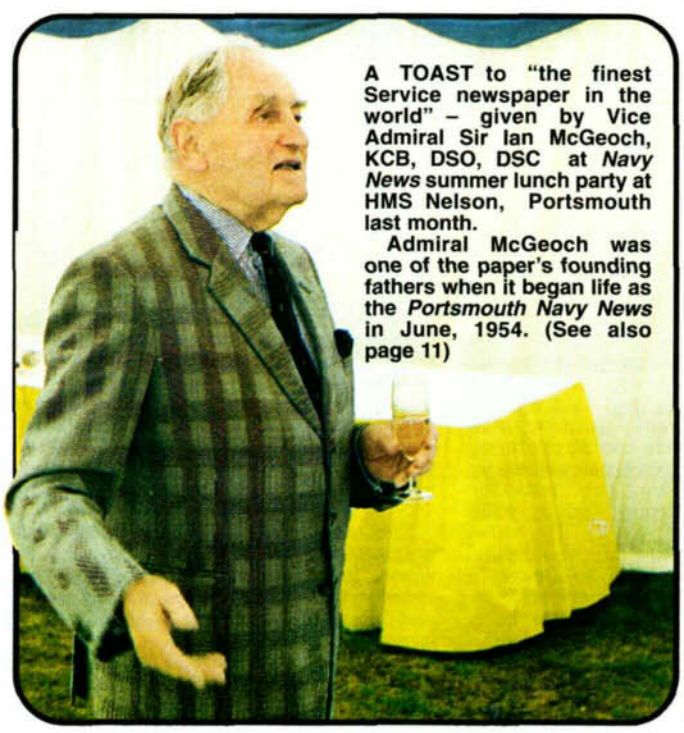
Peter Workman, the Festival managing director, said: "There is a whole different feel this time. Train companies are getting on to us to say 'How can we help you?'; last time we were asking them to lay on more trains."

Launching the four-day festival on the deck of HMS Victory, First Sea Lord Admiral Sir Michael Boyce promised "an exciting mix of old and new, from coracles up to aircraft carriers, and lots of activities around the dockyard, both serious and light-hearted."

Next year's IFOS, which is being sponsored by BAe Systems, will also feature contributions from the Army and the Royal Air Force.It is expected to feature up to 50 military ships from around the world, in addition to Tall Ships and more than 700 classic and traditional craft.

Islands with themes such as technology, ecology, marine sport and treasure will be scattered around the 300-acre site,and music, street performance and theatre in the Heritage Area will celebrate three great ages of seafaring history – Tudor, Georgian and Victorian.

The IFOS website, expected to be available from this month, is at *www.festivalofthesea.com*



A TOAST to "the finest Service newspaper in the world" – given by Vice Admiral Sir Ian McGeoch, KCB, DSO, DSC at *Navy News* summer lunch party at HMS Nelson, Portsmouth last month.

Admiral McGeoch was one of the paper's founding fathers when it began life as the *Portsmouth Navy News* in June, 1954. (See also page 11)

Your annual report on demand

FROM the end of next year, all Service personnel and civilian employees will have the right to see much of the personal data held on them by most organisations – including the MOD.

The Data Protection Act (1998) now covers paper records kept in ordinary files as well as computer-held data. As earlier reported in *Navy News*, it came into force on March 1, 2000 when it covered brand new filing systems.

But the true impact will not be felt until until October 24, 2001, when it will cover existing systems.

In common with the other Services (and indeed with most employers) the Naval Service has a very large holding of manual records to enable it to manage the careers of its personnel.

The information likely to be of greatest interest to individuals is their annual reports. Before September 1998 Naval Service personnel were not routinely given copies of their completed annual reports although they should at least have been briefed on the contents.

In the spirit of the Act, it has been decided to provide copies to serving individuals on request before October 24, 2001. Retired personnel will be able to see theirs after that date.

RN and RM officvers and other ranks who wish to have copies of their old reports will be able to apply dfirectly to the NMA Secretariat at 2, Victory Building, HM Naval Base Portsmouth PO1 3LS.

Ratings who wish to have copies of their old C2641 reports will be able to apply directly to their Unit Pay Office or Divisional Officer, whoever holds their reports.

The Naval Service Focal point for for Data Protection is Naval Personnel Secretariat 3, Victory Building. Tel 02392 727331.

JACK ET JACQUES

Un Mineur Incident Diplomatique

'We have been able to embrace our French colleagues in FS Aconit into an inseperable and highly beneficial partnership' – Capt Timothy McClement, Commanding Officer, HMS Cornwall

'C'est la dernière fois que je vais pour un run ashore avec vous, Jack!'

'Eh? Wassat? Merde sainte, j'ai un splittin' mal à la tête . . . Où sommes nous, Jacques?'

'Nous sommes en prison, Jack – c'est où nous sommes.'

'Quoi? Impossible!'

'Oui! C'est vrai! Nous sommes dans le slammer! Incarcérés! Banged up! Jamais un dull moment avec vous, Jack, c'est pour sûr, mais de tous les messes vous avez got moi into, celui-ci est le plus messy! Je vois ma carrière entière descendue dans la toilette!'

'OK, OK, Jacques – spare moi le sermon. Qu'est-ce que s'est passé?'

'Vous ne vous en souvenez pas, Jack?'

'Non. Quelqu'un m'a frappé sur la tête, je crois . . . '

'Ah. Oui. Eh bien – hier soir? L'Embassy Soirée? Does ça sonne une bell dans votre tiny mind, Jack?'

'Er, je regrette – non.'

'Nous étions les membres de la Garde d'Honneur, Jack. Et après, nous sommes invités pour un few wets.'

'Un few wets, oui . . .'

'Vous avez eu beaucoup de wets, Jack. Et puis, nous sommes à la Grande Balle du – '

'Yeah! C'est tout revenu maintenant, Jacques! J'ai dansé avec une formidable pièce de totty! Elle était une vrai goer! Et je l'ai dit: "Il y a peut-être quelque part privée ici où nous pouvons aller pour un morceau de vous know what, ma chérie?" Mais après, c'est un total blank . . . Qui était elle, Jacques?'

'Elle était la femme de l'Ambassadeur, Jack – et elle vous a frappé sur la tête avec son sac à main!. "Hey!" je l'ai a dit. "C'est mon ami Jack que vous avez laid out! Qu'est-ce que vous croyez vous êtes playing at, madame?" Et elle m'a frappé *aussi* sur la tête avec son sac à main. Ensuite, les flics sont arrivés. Avec deux énormes chiens Alsaciens.'

'Oh merde . . . '



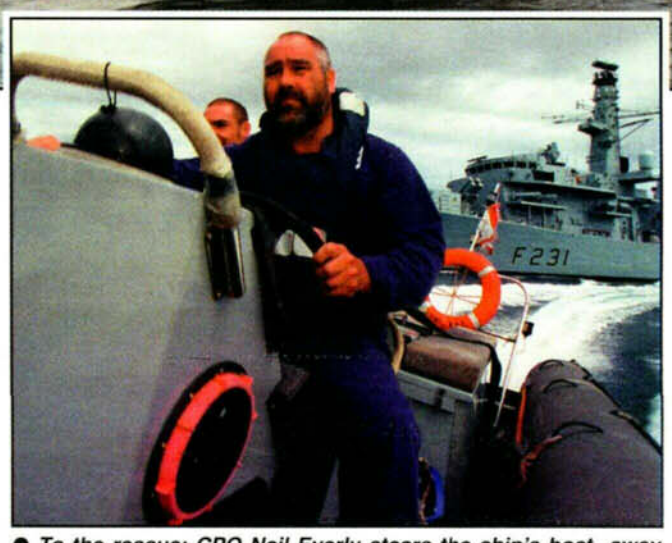
Illustrations par TWO.



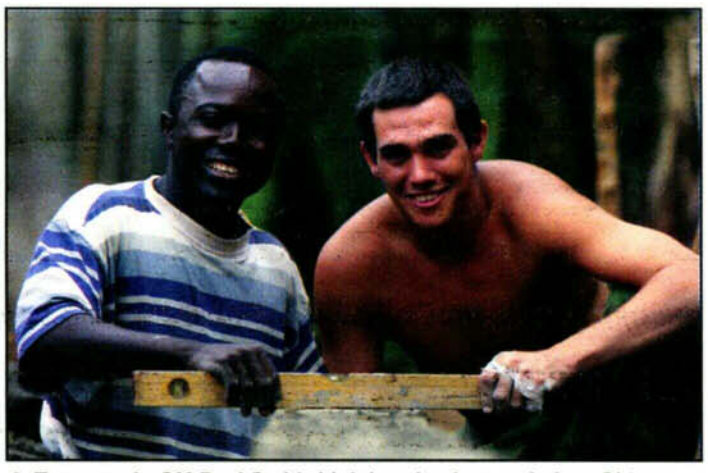
Heroes of HMS Argyll rescue 58 people – and six cows



● *HMS Argyll prepares to come alongside RFA Sir Percivale, which is docked in Freeport.* Picture: John Skillen.



● *To the rescue: CPO Neil Everly steers the ship's boat away from Argyll on another mission to rescue fishermen in danger of drowning.* Picture: John Skillen.



● *Team work: OM Paul Smith (right) and volunteer helper Gideon Mgobo check the level of the new health centre's foundations.* Picture: Kevin Capon.



● *High-speed ship: Duke-class frigate HMS Argyll steams at 20 knots across Man o' War Bay near the capital Freetown during operations off the coast of Sierra Leone. The ship spends most of her time at sea, where she has rescued dozens of locals from drowning.* Picture: John Skillen.

Frigate holds the fort

WITH the media spotlight turned away from Sierra Leone and the Amphibious Ready Group long gone, HMS Argyll has been left to get on with helping bring stability to the troubled West African state, *writes Dennis Barnes of the Army Mobile News Team.*

The Duke-class frigate had dashed to the area, steaming south at more than 25 knots to join other Navy vessels off the capital Freetown.

She now cruises the coast between Freetown and Dakar, in Senegal, in conditions that vary from roasting heat to sudden, heavy tropical storms.

Locals have already hailed the RN sailors as heroes for their rescue of 58 people and six cows, all at risk from drowning, ranging from a sinking ferry, complete with cattle, to fishing boats capsized by squalls.

Argyll's buffer, CPO Neil Everly – at the helm of the ship's boat during rescues – said "The good side of this is that no two days are the same – and we all look forward to getting regular mail.".

The ship's Commanding Officer, Cdr Rick Wellesley, is proud of his ship's company. "It is a difficult and yet important task that we have to do," he said.

"The conditions ashore are not pleasant, and yet the men are performing brilliantly. They are even doing charity work in their days off in Freetown."

OM David Keane concurred that things are not easy: "The deployment is unlike any others that I have been on. There isn't much chance to get ashore, and when you do, you have to have an armed escort everywhere. But it is what we have trained to do."

Sailors from Argyll are involved in two projects ashore, the more ambitious one being the building of a health clinic.

"It was all a bit of a surprise," said LOM Kenny Bould. "When we first arrived we thought we were going to do some minor repairs, but they expected us to build the clinic."

OM Paul Smith agreed: "It is amazing what you can design on the back of a fag packet. We just rolled our sleeves up and got on with it."

The project will take some time, but children love to muck in, helping mix concrete and move blocks.

Lt Cdr Mike Goldthorpe said: "The kids are great, laughing and joking, even though they have almost nothing. The lads like working here even though it is hot because it reminds them of their children back home."

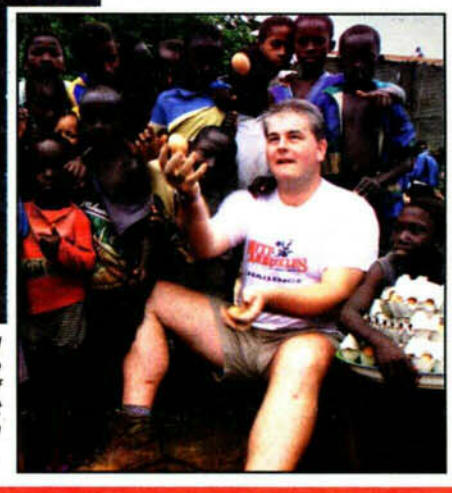
Meanwhile, apart from occasional visits to the jetty, HMS Argyll continues to sweep the sea just offshore, a visible reminder to both locals and British troops that she will be there if needed.

And as she works in the tropical heat, she gets through around 36,000 litres of water per day – 43 gallons per man – for everything from cooking and washing to air-conditioning.

RFA landing ship Sir Percivale is acting as a logistics centre for the 2nd Battalion the Royal Anglian Regiment, who are training members of the Sierra Leone Army.

British troops use the RFA for rest and recreation, and most of their stores have remained on board for safety, making the tank deck "a cross between Tesco's and B&Q Warehouse".

Shore leave is restricted, but the tedium is relieved every three weeks or so when she heads out to the open sea to make fresh water, giving the ship's company a break from the heat and mosquitos.



● *Cracking show: CPO Mike Parsonage keeps the children amused as he juggles with eggs at the health centre site.* Picture: Kevin Capon.

HAVE YOU MISSED US?

Back copies available from 1985

Ring Anne Young

PORTSMOUTH (02392) 826040

Navy News - The Paper that lives up to its name!



CREDIT CARD NEWS

VISA ☐ MasterCard ☐ DELTA ☐ SWITCH ☐ AMERICAN EXPRESS ☐

My order is attached for: .....

Cardholders Name: .....

Cardholders Address: .....

.....

.....

..... Tel: .....

Card number:

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Expiry date ☐☐☐☐ Switch Issue No ☐☐

Cardholders signature: Amount (Min £5):

RFA wins rare accolade

ROYAL Fleet Auxiliary supply ship Fort George has been awarded a rare commendation for her exploits on both the east and west coasts of Africa.

The ship, with a standing complement of 95 civilian RFA personnel, 24 civilian stores personnel and, for this deployment, 90 or so Navy helicopter and support staff, was with the HMS Illustrious Gulf task group when she was ordered south.

Two weeks of hectic activity followed off Mozambique as she helped the international flood relief operations, with aircraft of 820 Naval Air Squadron and the ship's boats delivering more than 530 tonnes of food, fuel and other essential supplies to isolated villages as Fort George operated in treacherous and often uncharted waters around the Beira peninsula.

She rejoined the carrier group and participated in multinational exercises, acting as an anti-submarine helicopter carrier and fuel and stores ship.

But again she responded to an emergency call when she accompanied Illustrious south to Sierra Leone, operating just over the horizon from Freetown, where they were joined by the five-ship Amphibious Ready Group, led by HMS Ocean.

Fort George kept Navy ships supplied with regular 500-mile trips to Dakar in Senegal to replenish fresh water and food.

The Commander-in-Chief Fleet's commendation – normally awarded to individuals for outstanding service, and rarely awarded to a whole ship – cites: "Over a period of almost six months deployed, exemplary leadership and dedication to duty was displayed by the Commanding Officer (Capt Les Coupland) and ship's company of Fort George.

"The ship never failed to meet any demand placed upon her, reflecting great credit on the skills and professionalism of everyone involved."

RFA Fort George returned to Plymouth at the end of July, having spent 136 of her 162 days away at sea.

She had steamed 38,000 miles (the equivalent of almost twice round the world), issuing 33,000 tonnes of diesel and aviation fuel, 2,400 tonnes of solid stores and food, and carried out 67 abeam replenishments at sea.

The Sea Kings of 820 NAS achieved 1,100 deck landings, and transferred more than 2,000 loads of stores by air.

Ships of the Royal Navy No 538



● *Keeping watch: HMS Anglesey, part of the Fishery Protection Squadron, is responsible for conservation of fish stocks around the coast of Britain, ensuring fishing boats are keeping within European fishing laws.*

Heading home

ALTHOUGH the ships of the Fishery Protection Squadron may not venture to far-flung ports, that does not mean they have an easy time of it.

Like her sisters in the Island-class, HMS Anglesey was based on the design for a sea-going trawler, and can stay on station in all weathers.

Her remit takes her to the very edge of the British fishery limits, so she can be up to 200 miles off-shore, summer or winter, helping watch over more than 80,000 square miles.

The ship's company of HMS Anglesey have recently enjoyed a three-week period of leave after a long patrol to the west of Britain.

As *Navy News* went to press, the patrol vessel was due back out to the west, a six-week stint which will include time in the tuna-fishing grounds, with two breaks in port, including a visit to Jersey.

Next month the ship is due to 'visit home' – she has five days at Holyhead in Anglesey, when there will be a number of formal functions as well as community work and sports fixtures; the football team is due to play nearby RAF Valley in one such game.

In the longer term, Anglesey also has a programme of training to undertake next spring.

Although her primary role is to enforce European and British law, in conjunction with the Ministry of Agriculture, Fisheries and Food, and help gather data on fishing patterns, the ship is also expected to carry out search and rescue tasks when required, and she has an environmental pollution control responsibility as well.

That means that a number of the half-dozen officers in her complement of 39 are required to have a good understanding of fishery law, as they will be required to make regular boardings by sea boat to ensure that nets are the right size and that fishing vessels – not just British boats – keep to the rules.

First of name was a scourge of the French

FOUR ships have carried the name Anglesey, or a variation on it.

The first was the Anglesea, a fourth rate, which on completion in 1694 was reckoned to be the first ship built by the Plymouth Dockyard.

In the year she was built, the 44-gun Anglesea captured the French privateer St Louis, and the following year she and two other ships took on five French ships in the Channel, with Anglesea herself driving off a 56-gun warship.

In 1712 she and HMS Fowey recaptured the Scarborough, a fifth rate of 32 guns which had been taken by the French off the Guinea coast in October 1710.

Anglesea was reduced to a fifth rate in 1719, and was rebuilt at Chatham in 1725.

She still had some miles in her, serving with Admiral Vernon in Porto Bello from 1739, but three years later she was sunk as a breakwater at Sheerness.

The same year saw the second Anglesea appear, built at Hull, but the fifth rate was to last less than three years, as she was captured by the French ship Apollon in early 1745 off the coast of Ireland.

The third Anglesea was another fifth rate, built at Liverpool, in 1746, but within 13 years she was used as a storeship, and she ended her days in the summer of 1764 as a breakwater in Mounts Cove

Facts and figures

Class: Island-class patrol vessel
Pennant number: P277
Builder: Hall Russell, Aberdeen
Launched: October, 1978
Commissioned: June 1, 1979
Displacement: 1,250 tonnes
Length: 60 metres
Beam: 11 metres
Draught: 4.5 metres
Speed: 16 knots
Complement: 39
Main machinery: Two Ruston 12RKC diesels; one shaft
Navigation Radar: Kelvin Hughes Type 1006; I-band
Weapons: 30mm gun; 7.62mm light machine guns can be carried

AIRCRAFT OF THE ROYAL NAVY No 47

● *A Beech Traveller at RN air station Dale in Pembrokeshire.*



Beech Traveller

JUST OVER 100 of these five-seat aircraft were delivered to Britain under Lend-Lease during World War II, most of them serving in the communications role with Royal Navy squadrons.

Known as the UC-43 in US Army service and GB-1 by the US Navy, the aircraft had been developed from Beech's first design which first flew in 1932.

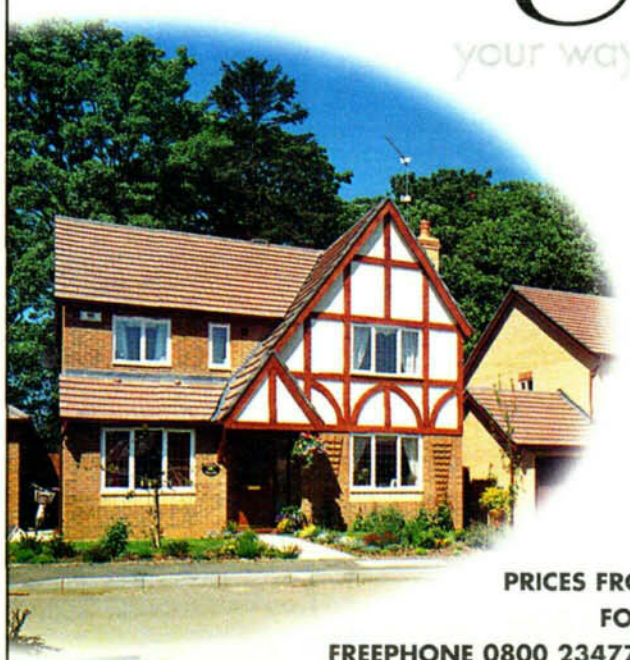
The most striking characteristic of the aircraft was the negative stagger of the top wing – which earned it the nickname of 'Staggerwing'. In British service it was known as the Traveller, and for a relatively brief time in 1944-45 served with ten Fleet Air Arm squadrons.

The Traveller was powered by a 450hp Pratt & Whitney Wasp Junior engine giving a maximum speed of 195mph and a climb rate of 1,400ft a minute. Range was 700 miles and service ceiling 25,000ft.

Westbury

navigate

your way to a new home



Westbury are building luxury
2, 3, 4 & 5 bedroom homes
in the following areas:

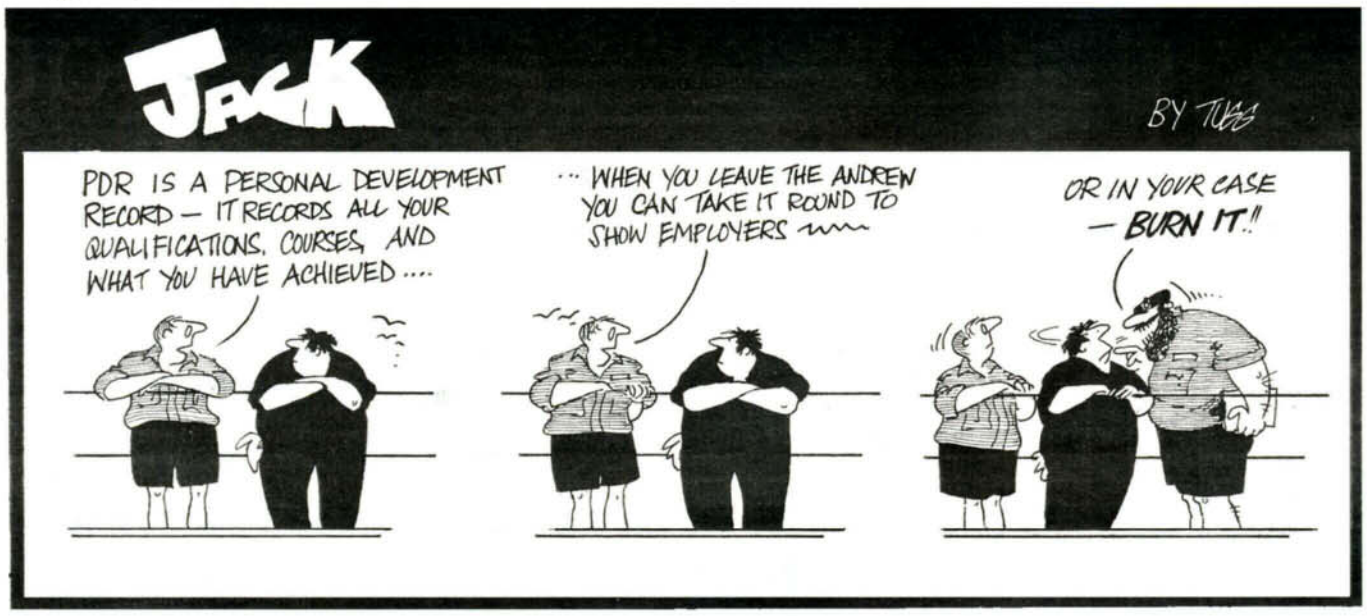
**ISLE OF WIGHT,
GOSPORT,
WESTBOURNE,
DURLEY.**

PRICES FROM £75,000 TO £375,000
FOR FURTHER INFORMATION
FREEPHONE 0800 234777 (24HR ANSWERPHONE)
www.westbury-homes.co.uk

THE 2000 building AWARDS
MAJOR HOUSEBUILDER OF THE YEAR

YOUR HOME IS AT RISK IF YOU DO NOT KEEP UP YOUR REPAYMENTS ON A LOAN OR MORTGAGE OR OTHER LOANS SECURED UPON IT.
Credit/debit card reservations accepted. Prices correct at time of going to print.
Picture shows a 'Royston' house type, but is not necessarily representative of the designs available.

Letters



Travel aid to widows

YOUR readers may be interested to know that the Government's Grant-in-Aid scheme for war widows who wish to visit their husbands' graves overseas, which was due to end next March, will now run for a further two years.

The Government extended Grant-in-Aid following a request from the Royal British Legion who, having exclusively run the scheme for 15 years, believe there are many war widows who have yet to apply.

Grant-in-Aid enables war widows to make a single pilgrimage for an eighth of the cost and the Legion's Remembrance Travel department has already made it possible for over 4,000 widows to visit cemeteries in some 40 countries.

The RBL will continue to ensure that those widows visiting a grave for the first time are given priority. Anyone else may also apply but will be asked to pay the full amount. Call 01622 716729/716182 for details. – **Piers Storie-Pugh,** Head of Remembrance Travel, RBL

Navy Club USA

I AM the National Commandant of the Navy Club of the USA. We are a 3,500 member club of Navy, Marine Corps and Coast Guard veterans who assist in community projects, veterans affairs and Navy recruiting.

We are looking for a Royal Navy Liaison Officer who will be asked to provide a quarterly report to our National Staff on Naval events and general interest items.

In return, we will provide a copy of our Constitution and by-laws, minutes of our quarterly staff meetings and a copy of our quarterly newspaper, *The Quarterdeck.*

We hold a yearly convention to elect new officers, set a yearly budget and enjoy the company of other veterans and June 2001 will see us in Springfield, Illinois. For more information, visit our website at htpp:\\navyclubusa.com. – **Charlie Corbin,** Monticello, Indiana.

Phantom typist of Drake block remembered

A BIG thank you for a superb day out in HMS Smiter – particularly to the bunting tosser. We were talking about the names of the accommodation blocks at HMS Mercury, the signal school near Petersfield. When he got to the fourth block, 'Drake', he said: "They told me not to go in there alone at night, as it was haunted."

Now – in about 1958 or 1959 I was on the middle watch at Mercury. We did our usual routine patrol about 2.30am to 3am, the OOW, the duty RPO and myself. We were walking along the public road towards the fourth block when we all stopped dead in our tracks to the sound of somebody typing, very loudly.

We all heard the carriage being returned and the little bell dinging. We approached the block and searched it from top to bottom, inside and outside. Not a thing! Everyone in the block was fast asleep.

I remember doing the rest of the patrol and going back to the block and looking again. Does anyone else know of strange things at HMS Mercury – or did our incident start a ghostly myth that has gone on for 42 years? – **Bob Newman,** Bournemouth

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information

First in at Yeovilton

THE YEOVILTON International Air Day article (July issue) brought back memories of 60 years ago when I was in the rear cockpit of a Blackburn Shark biplane, the first Fleet Air Arm aircraft to land on the runway at HMS Heron.

I was a young Air Mechanic First Class (Engines) and our 750 Sqn was a training squadron for air navigators and air gunners. We were based at HMS Peregrine at Ford, West Sussex, which was a grass airfield, severely bombed by the Germans as they worked along the South Coast.

Although Yeovilton was not ready, we had to move urgently to keep our training programme going. There was no accommodation for the ratings so we had to live in Army bell-tents in a nearby field – complete with field kitchen.

As we landed on the virgin runway and taxi-ed up to the hangar, we saw the Master at Arms and the Chief Gunners Mate waiting to assist swinging the aircraft round to park on the apron. This was such an unusual sight to see non-FAA men handling aircraft that my mate David Steele made sarcastic remarks and gestures – which unfortunately for him were heard and seen by said MAA. I think he was probably the first man to be on Commander's Defaulters at Yeovilton.

A few weeks later a lone German bomber dropped a stick of 500lb bombs – the first landing 80 yards from the tents where we were having a Saturday afternoon siesta. The only casualty was a civilian storeman who lost an arm. – **E. R. Todd,** Havant, Hants.

Stiff upper lip over US wordplay

ENGLISH is widely regarded as the richest and most versatile of languages. Why then, does the British fighting man seek to impoverish his mother tongue so? Naturally, both the Americans and the RAF are to blame. Allow me to explain.

Americans have the happy knack of inventing new words – *neologisms.* Occasionally such words or even whole new expressions find their way into the popular vocabulary: *orient, downsizing, envision, lawmaker, burglarize.*

Nowhere is this more apparent than in the business community – and because business is king in America it follows that adoption (adoptivization?) of business methods is a Good Thing Way To Go.

Accordingly, the US Armed Forces – no strangers to esoteric language themselves – have seized upon the business way of doing things with alacrity, aplomb and gusto.

Thus we now hear Americans talk of *battle-management, battle-space, collateral damage, "USNS Merrimack: the one-stop shop for all your war-fighting needs"* and so on.

Alas, it's not just the Americans. In an effort to preserve the impression of a common vision, we in Britain have adopted such neologisms whilst adding a few of our own: *jointery, littoral warfare, blue-water, brown-water, grey water* and a plethora of "purple" prose.

Inevitably, the introduction of so much new terminology is bound to result in the odd casualty. To me, the most lamentable loss, one closest to all our hearts, is the virtual disappearance of the word *naval* in an operational sense, usurped by the ubiquitous *military.*

We still see *naval* in the organizational sense, Naval Home Command, for instance, but its use in terms of sea-borne power projection (another Americanism) has all but vanished. Even naval doctrine is considered by the *Maritime* Warfare Centre.

Until the First World War (or World War I, as in *Jaws 2* or *Rocky IV)* armed forces around the world, especially those imperially disposed, had but two arms: a navy and an army. A navy fought naval campaigns whilst an army fought military ones.

As the two disciplines were entirely separate there was never a need to coin a word to describe a joint campaign. The two adjectives involved, naval and military, enjoyed equal status and had no meaning beyond a martial context. The status quo endured. Then, during the First World War, the antecedent of the RAF, the Royal Flying Corps, was formed.

Naturally enough, its campaigns were fought in the air, both over land and over sea, and so there evolved talk of air warfare.

Now there were three adjectives but still none to describe a campaign involving more than one arm. The need to coin a new word became more pressing.

Whilst the embryonic RAF fretted over what colour uniform would best complement its mess curtains, the Army mounted a campaign by stealth to stamp out the word *naval* and impose its word as the generic term for military/naval/air action and – by extension – assume the mantle of de facto Senior Service.

Consequently, you will now find that *The Little Oxford English Dictionary* describes the word *military* thus: *of soldiers or the army or all armed forces.* Meanwhile, the word *naval* does not appear at all. Even my computer spell-checker insists on *navel.*

All is not lost, however. Even at this late stage, if we were to coin an entirely new expression, perhaps taking the American model as an example, the Army may be compelled to retreat. Here's my suggestion: *Interdisciplinary sphere-based task-oriented non-specialized pro-cum-reactive stake-holding elemental . . .* Hmm. Sounds naval to me! – **WO(CT) Steve Flanagan,** HMS Drake, Devonport.

Other guardians of the English language should take a look at Bill Bryson's fascinating book Made in America *which is devoted entirely to neologisms and their origins. He reveals that a surprising number of supposed Americanisms are in fact pure English, and vice-versa.*

Would you believe that that supposedly quintessential British phrase denoting fortitude "keep a stiff upper lip" is American in origin? – Ed. *(See Newsview, page 20)*

Nice notes to a 'Large Boat'



COULD I please express my sincere thanks and gratitude for a fantastic day when my wife and I visited HMS Invincible at Falmouth for the Families Day?

Working in the public sector myself, I often deal with young adults who have very negative thoughts and attitudes. Visiting the ship, I can only give praise to everyone we spoke to in the crew. They were helpful, polite and positive in everything they said and did. – Name and address supplied.

I AM a 13-year-old pupil at Merchant Taylor's School, Crosby. My uncle is a lieutenant commander in HMS Invincible and I was extremely fortunate to be allowed on board the ship and sail from Liverpool to Bristol as part of her Meet Your Navy programme.

I consider that I had the opportunity of a lifetime, especially as the third day was a VIP Sea Day when the Navy demonstrates its true capabilities. Here I observed Naval and air forces working together in exercises at, above and below sea level. I was truly amazed. I am sure I shall value the lessons I learned on board for a long time.

I have enclosed my diary, "Notes from a Large Boat", together with photographs of my stay for your information. – Matthew Taylor, **Formby, Merseyside.**

Matthew's well-observed diary of his time in HMS Invincible was too long for us to publish – but his appreciative comments on the quality of the food would have delighted her chefs! – Ed

● ***Matthew Taylor at the helm of HMS Invincible***

Navy News

No. 554 47th year

Editorial & Business address:
Leviathan Block, HMS Nelson, Portsmouth, Hants, PO1 3HH

Editor: Jim Allaway
Deputy Editor: Anton Hanney
Assistant Editors: Dominic Blake & Mike Gray
Business Manager: Anne Driver

Editorial Lines...
Telephone: 02392 294228
Telephone: 02392 724163 (Mil 24163)
Telephone: 02392 724194 (Mil 24194)
Fax: 02392 838845
email: edit@navynews.co.uk

Business Lines...
Switchboard: 02392 826040
Subs & Accounts: 02392 826040
Distribution: 02392 725136
Adv: 02392 725062/724226
Fax: 02392 830149
email: enquiries@navynews.co.uk
web: www.navynews.co.uk

TRUE TALE BEHIND 'SHIP THAT DIED OF SHAME'



I WAS interested to read your piece on the video of the film of the novel by Nicholas Monsarrat, *The Ship that Died of Shame.*

In, I think, 1945 an observant policeman on his nightly beat, at 3a.m., in Stowborough near Wareham, noticed some lorries on the only road leading to Arne.

This he found most strange as at Shipstall Point there was nothing, except about 30 abandoned American LCTs left with all their gear on board, the Arne peninsula being a battle range during the war. No one lived there.

The observant policeman alerted his headquarters in Wareham. The customs were called in and they laid an ambush. When the trucks returned they were found to be loaded with French wine and brandy.

When the law arrived at Shipstall Point they found another LCT hard aground, with its crew, waiting for the tide and hidden among the other LCTs. They arrested the crew and impounded the craft.

It appeared that the LCT had collected her cargo from an ex-Navy MTB off Swanage but out of sight of land. This practice had been going on for some time. Using Poole Harbour with its then quiet creeks made the place ideal for a shallow draft craft which was hardly noticed among the other landing craft there.

The MTB was very good for fast passages and avoiding the few Customs cutters, particularly when under the White Ensign with the crew in uniform.

The Customs relied mainly on "Coast Watchers" who patrolled the coastline. The port of Poole itself had only one Customs officer with one or two assistants who were responsible for the harbour, the Imperial Airways flying boats and Hern Airport (now Bournemouth International Airport). At times when arriving at Poole quay during the night and flying the yellow duster we had to wait until nine o'clock when the Customs office opened to get clearance. Of course, our "rabbits" were ashore long before then.

The story went that some ex-RNVR officers had bought the MTB and LCT as Admiralty surplus and had been making regular voyages to Cherbourg flying the White Ensign ostensibly to buy wine and spirits for the Wardroom in Pompey Barracks.

Eventually they were all caught, the vessels brought alongside Poole Quay and the crews all landed with a long stretch in quod.

When the film was being made the film company came to Poole to shoot some sequences with an MTB. They came to Poole Yacht Club and asked the then Commodore where were the best places to film – advice he was pleased to give in return for an unexpected but most welcome cheque to swell the club funds. He was a Lt Cdr Hibbs, who had been in command of Coastal Motorboats in the Dover Patrol during World War I. – B.C. Broadley, **Peyremale, Gard, France.**

The ship used in the making of the film was the Gay Dragoon, MTB P1050. I was the Engineer at the time. There were 12 Gay boats built between 1952-53, powered by three V12 Packard engines, each 1,500hp giving about 40 knots.

It was an interesting experience and on completion of the filming, which lasted six weeks with us, we departed for an exercise in the Baltic with the other Gay boats.

I heard many years later that another vessel used in the making of the film, an MTB converted as a cruiser which was used as a base for the film stars, Richard Attenborough, George Baker and Bill Owen, was later purchased by the brother of comedian Jimmy Edwards and sank in the Mediterranean under unusual circumstances. – N. D. Ferns, **Waterlooville, Hants**

● *Gay Dragoon in 1955*

Letters

Isn't this a cash incentive that punishes POs?

CONCERNING the £3,000 retention allowance being paid to all Leading Operator Maintainers in the Fleet, I have just completed my POOM(AWT) course at HMS Dryad and I am a bit miffed, just like everyone else on the course, about how we are being punished for getting off our backsides and getting on with our careers and advancing up the rate structure.

I cannot understand why we do not qualify for this payment.

Would we qualify if we lost our rates, say, in a couple of weeks' time?

We all know that in the Fleet there are quite a few LOMs who have just been sitting back waiting for this payment to be paid, before going for promotion! – **PO(AWT) S. K. Bartlett,** RN air station Prestwick.

Director of Naval Manning replies:

As explained in the announcement signal and in Drafty's Corner, the FRI was intended to solve a specific, short-term problem caused by the shortage of Leading Rates within the Wardare Department.

We must obviously target our money carefully at the precise point where our problems lie. This is the reason both for the stipulation on people being LRs, or ABs passed for LR, and the length of service criteria.

Any properly targeted measure will, by definition, leave certain groups just outside of the rules.

Financially, of course, newly promoted Petty Officers have already gained through their pay increase and will continue to do so every month; this is the return for their hard work in passing their career course.

Canadian Gun Run

IT IS sad that the traditional field gun run has been deleted from RN activities – but it is still going strong in the Royal Canadian Navy.

It is one of the main attractions at military functions and my comment is: "C'mon over – the weather's great."

As a Sea Cadet, I was street lining with a .22 rifle when King George VI and Queen Elizabeth visited Canada in 1939 and two years later I was able to enlist at the age of 14 by making a slight alteration to my birth certificate. I was still in Navy blue at 65. – **Tom Sawyer,** Oakville, Ontario.

The RCN's Gun Run was established in 1967 for the Tattoo marking Canada's centennial. From 1980 to 1995 it was an annual feature of the Nova Scotia International Tattoo in Halifax. During the summer, the Gun Run team travels throughout Canada and has been seen by nearly 4 million people to date. It has 35 members, drawn primarily from the ships of Maritime Force Atlantic. Final performances this year are at Toronto from 1-4 September. Although the RN Field Gun competition that was a feature of the Royal Tournament has now ceased, it survives in other hands, with the RN Whitbread Brickwoods competition, this year won by HMS Heron. – Ed.

Lucky shot for 127

JULY's issue noted the 30th anniversary of the demise of the tot, recalling for ex-matelots many a 'rum' tale of when 'bubbly' was issued, no doubt.

Late in 1943, landing troops at Termoli on the Adriatic coast from LCI(L)127, Jerry aircraft raked our craft with cannon fire.

Excitement over and up spirits due, L/Stoker Gilbey went to the locker where the rum jars were stored. There the wily old rum bosun discovered a shell had blown up one jar.

To those of us gathered to see the damage, he opined to us motley crew of 18-strong (also the average age) that said exploding shell could well have destroyed all 14 other jars. Emptied, smashed with hammers, their contents filled every pan and kettle aboard, thereby making cooking an art of improvisation.

At Malta the remains of the jars were wheeled in a handcart to HMS Phoenicia, declared destroyed through enemy action and replaced. We flogged watered down samples to 'dry' Yankee landing craft sailors, spliced the mainbrace every birthday and still had spare rum left months later while engaged in the Normandy landing on D-Day.

For the record, L/Stoker Gilbey was 62, a veteran of Jutland, while the youngest on board was OS Tom Foster, who was 15 when joining 127 in New York the previous year. – **D. Satherley,** Warwick

Lost from Theseus

CONGRATULATIONS on your Korean War supplement, an excellent resume of the action that took place 50 years ago.

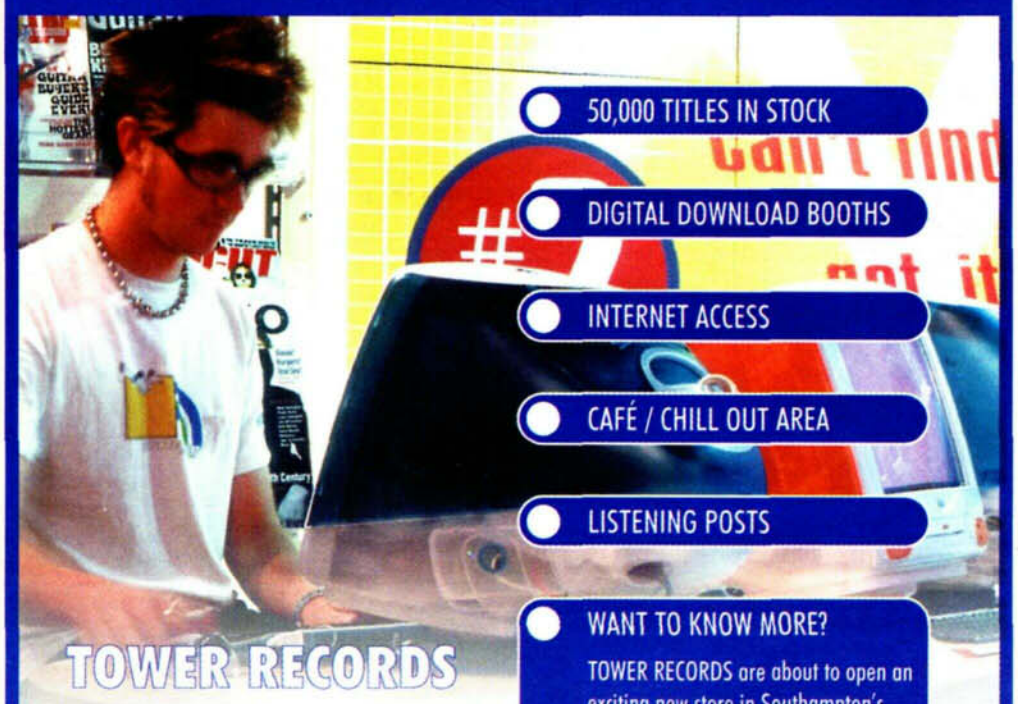
There were in fact seven killed from HMS Theseus and a suitable memorial tablet was made and carved in our shipwrights shop. They were Lt Alan Beavan, Lt Geoffrey Cooles, Lt Allan Green, Flt Lt Denis Guy, RAF, Pilot III Ralph Johnson, PO John Wigley and NA Bertie Wood.

Several of our planes were shot down, crew mainly rescued by American helicopters, three from behind enemy lines. – **L. A. Radice,** Old Portsmouth

All the Ds in one line

REGARDING the new Daring-class destroyers, my father served in HMS Defender in the Med in 1932-34. For the rest of his days he was fond of quoting "Duncan the Daring Defender of the Dainty Duchess Delight". Or was it "Diana"? – **D. P. Watkins,** Oxted, Surrey.

NOT ANOTHER CD SHOP



50,000 TITLES IN STOCK
DIGITAL DOWNLOAD BOOTHS
INTERNET ACCESS
CAFÉ / CHILL OUT AREA
LISTENING POSTS

TOWER RECORDS

NOT ANOTHER CD SHOP

EXPERIENCE MUSIC WITH US

TOWER RECORDS·VIDEO·BOOKS

www.towerrecords.co.uk

WANT TO KNOW MORE?

TOWER RECORDS are about to open an exciting new store in Southampton's prestigious West Quay Shopping Centre.

REGISTER NOW to receive regular updates on the progress of the new store and to qualify for exclusive opening offers and giveaways.

ALL YOU HAVE TO DO is go online to **www.towerrecords.co.uk**, click on the Southampton News link and enter your name and email address.

CHECK OUT OUR WEBSITE for the latest music news, record releases, album reviews, DVDs and track downloads.

Sheffield back from the Baltic



● *SWEDEN: HMS Sheffield at Stockholm before BALTOPS 2000*



● *BALTOPS 2000: Sailors man a GPMG during the exercise*



● *WREATH: The service at Piskarevskoye Cemetery held in memory of the 700,000 civilians and 400,000 military personnel who died in the 900-day siege of St Petersburg during WWII.*

HMS SHEFFIELD is back in Plymouth after an eight-week tour of duty in the Baltic Sea and visits to seven different countries.

The 'Shiny Shef's' first port of call after leaving Plymouth was the Swedish capital of Stockholm where key officers and senior ratings took part in briefings for a major exercise, BALTOPS 2000.

More than 4,000 sailors from 11 countries were assembled for the start of the exercise, making it the largest military force ever to visit the Swedish capital.

During the two-week exercise, HMS Sheffield operated with aircraft, submarines and over 40 ships from France, Germany, Sweden, Denmark, the USA, Poland, Estonia, Lithuania, Latvia and the Netherlands.

The ship was placed in charge of one of four Surface Action Groups (SAGs), guiding the USS Ross, an American Arleigh Burke Class Missile Cruiser, the Polish ORP Kazub and the French FS Second Maitre Le Bihan.

As well as military operations they conducted Search and Rescue exercises, towing evolutions and boarding operations against 'embargo breakers.'

The exercise ended with a debriefing in Kiel which coincided with the international maritime festival there and England's Euro 2000 football match against Germany which was watched on TV by the Ship's Company in good-natured high spirits.

The village of Sterup, near Kiel, kept up a tradition by inviting British sailors to sample their legendary hospitality and a party of villagers were invited to the ship in return for their kindness.

Before leaving Kiel, The Lord Mayor of Plymouth joined the ship to take passage to Plymouth's twin city of Gdynia where the Ship's Company took full advantage of the opportunity to tour the sights during a rare visit to Poland.

Sheffield's next visit, to St Petersburg, was a highlight of the deployment for many. It was the first visit by the RN since 1998 and the ship was welcomed with open arms and a Russian military band on the jetty.

While they were alongside, 3,000 people queued in the rain to visit the ship and trips to the Ballet, the Hermitage museum, and coach tours around the city were fully subscribed.

Sheffield's Captain, Cdr Tim Lowe, and a platoon from the Ship's Company also attended a memorable wreath-laying service at the Piskarevskoye memorial Cemetery which is the place of burial for the 700,000 civilians and 400,000 military personnel who died in the 900-day siege of St Petersburg (known then as Leningrad) in World War II.

And during the ship's stay at St Petersburg, sailors visited a local orphanage to present toys collected by the ship's company from around the UK in the months leading up to the deployment.

After a few days at sea, Sheffield called at the historic Finnish town of Kotka, where the Finns worked hard to out-do the Russians in their hospitality.



● *FINLAND: HMS Sheffield alongside at Kotka, where the Finns worked hard to out-do the Russians in their hospitality.*

Saunas, white-water rafting and a very close liaison with the local military ensured a very successful and memorable visit.

With the F2 chaplain embarked, there were also sombre moments as Sheffield's CO, escorted by a guard from the ship, laid a wreath at the memorial to mark the anniversary of the battle of Ruotsinsalmi, the Finnish equivalent of the battle of Trafalgar.

From Kotka, and following another short training period, Sheffield moved on again, this time to visit Klaipeda in Lithuania where they were again enthusiastically received by the local citizens as the first major British warship to visit the city.

The crew helped redecorate a special needs school and donated a further 2,000 toys to a local orphanage and gave the children a guided tour of the ship.

The British Chamber of Commerce, keen to promote UK/Lithuanian business links, hosted a beach barbecue and invited 100 of the ship's company .

On the way home Sheffield spent a weekend in Den Helder in the Netherlands before replenishing food and fuel supplies and heading back to Plymouth.

Cdr Lowe, said: "This Baltic deployment has been an outstanding success as well as hugely rewarding for all who took part.

"Exercise BALTOPS 2000 demonstrated the co-operation between NATO and the Partnership For Peace nations in the Baltic and goodwill and new friendships between the RN and Poland, Finland, Russia and Lithuania have grown with each visit."

Dasher honours War dead

HMS DASHER sailed into the Clyde during her summer deployment to pay tribute to the 379 officers and men who were killed in her World War II namesake.

The wartime HMS Dasher was an Avenger-class escort aircraft carrier which sank in the Firth of Clyde on March 27, 1943, after a huge aviation fuel explosion and fire.

It was the second worst Naval catastrophe of WWII but the strict secrecy surrounding the loss of the Dasher and its effect on convoy duties meant that many people did not get to hear about the incident until long after the War.

Only 149 men were saved from the terrible explosion and 57 years on people still have painful memories of the day.

The current HMS Dasher, an Archer-class P2000 Patrol Craft, visited Ardrossan on her way back from Norway and embarked ten veterans and relatives of the men who died to take them out to the wreck of the escort carrier.

When they reached the War Grave one of the survivors of the explosion, the Rev Frank Myers, conducted a poignant memorial service as wreaths and flowers were thrown into the sea and a Sea King helicopter from 819 Naval Air Squadron at HMS Gannet flew past trailing a White Ensign.



● *SURVIVOR Frank Plank lays a wreath in memory of shipmates who died in HMS Dasher, 1943.*

Another veteran at the service was Frank Plank, a Telegraphist on the WWII Dasher who is now Chairman of the HMS Dasher (1943) Association which provides mutual support and comfort to those affected by the tragedy.

At a reception at TS Gannet after the service, Mr Plank thanked the CO , Lt Dean Bassett, and ship's company, Executive Officer CPO Mark Mortimer, CMEA Tony Yeomans, RO Dean Arnott and LMEM Phil Dace, for making it possible for association members to pay tribute to those who perished in the disaster.

In reply, Lt Bassett said: "It was an honour for the Ship's Company of the present HMS Dasher to be able to give something back to those who had lost so much."

To take part in the Service, HMS Dasher broke off from a seven week URNU deployment with HM ships Puncher, Pursuer and Blazer, which included visits to Holland, Germany, Denmark, Norway, Scotland, Wales and Cornwall.

❑ A full report on the P2000 deployment will be published in next month's *Navy News*.



● *FLY PAST: A Sea King from 819 NAS trailed a White Ensign as Dasher (right) held a memorial service for the men who died in her wartime namesake.*



Legal Advice

If you're in the **Forces** there's a fast way to make contact with a solicitor who'll speak ***your*** language. The Forces Legal Network is a national group of established, independent solicitors who all provide:

- FREE 30 minute initial diagnostic interviews
- Staff with experience of service problems
- Legal Aid and "No Win–No Fee" accident claims
- 24 hour emergency legal cover
- A full range of quality assured legal services
- Competitive fees

FORCES LAW

The Forces Legal Network

One call puts you in touch with confidential advice on any service or family legal matter.

FORCES LAW HELPLINE:
0845 6011260

when you can't be seen

be heard



one month's free subscription

free connection saving you £35 inc. VAT

choose from 3 free phones - including the Nokia 3210e

more inclusive talk time and even lower call charges

join Orange and keep your existing mobile number

available to military personnel, their families and friends

keep in touch around the world

we're taking orders now

0800 168 168

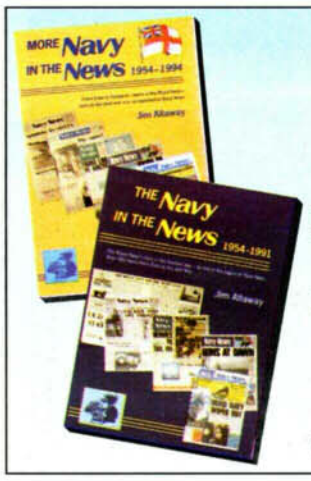


Please call between 8am-10pm weekdays and 9am-5.30pm weekends, quoting NN09/00.

Connection is subject to status and a minimum twelve month contract. Free connection offer available on selected Talk Plans and Everyday 50 until 30 September 2000. This offer excludes upgrades and monthly charges start from £15.50 on Everyday 50. All prices include VAT. All phones are subject to availability. One month's free subscription available on Everyday 50, Talk 60, 150, 500. This offer closes 31 December 2000.

NN09/00

orange™



NOW £7.99 Each UK Only

The Navy In The News & More Navy In The News By Jim Allaway Editor of Navy News To order tel: 02392 733558 or buy online at www.navynews.co.uk

Penfriends

HOW TO ADVERTISE: Simply write your message (£10 for up to 10 words. Each extra word £1 to a maximum of 15 words). Send your cheque or PO payable to 'Navy News' to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on daily. (Payment by credit card/switch please use coupon on page 4).

HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertisers box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

Please note... you must be over 18 to advertise in this column

.....

.....

.....

Name: ..... Age: .....

Address: .....

.....

..... Tel. No.: .....

VERY attractive female, 35, v.g.s.o.h. seeks genuine male for friendship. ala. **Box Sept 1**

STUNNING brunette 24 seeks sailor with brilliant personality for friendship. **Box Sept 2**

KAREN 34 wltm person who likes animals, sport and ice-hockey. **Box Sept 3**

MARIELLE, pretty brunette - young 45 - green eyes, feminine, nice personality seeks penpals. **Box Sept 4**

WIDOW 61, cuddly, requires penpals with g.s.o.h. looks irrelevant, a.l.a. **Box Sept 5**

LIN 45 widow, university teacher, looking for genuine male with g.s.o.h. for friendship. Photo appreciated. **Box Sept 6**

DIANE 28, dark hair hazel eyes seeks Naval penpal 30+. **Box Sept 7**

SINGLE sailor 31 kind, honest and caring looking for similar natured female, friendship relationship. **Box Sept 8**

FOXY, fun female 31 seeks male penpal for friendship/laughs. **Box Sept 9**

YOU'VE got mail. Caz and Soph' wltm servicemen for friendship. **Box Sept 10**

NEED RESCUING? Debbie 32, redhead, seeks fun, honest, marine/sailor, with g.s.o.h. photo appreciated. **Box Sept 11**

ATTRACTIVE, single mum 34, seeks funloving, penfriend for friendship/relationship. **Box Sept 12**

ALISON 36 slim, curvy, strawberry blonde, student in sports therapy and English. **Box Sept 13**

KATHY 39 attractive petite brown eyed brunette, likes theatre/cinema, dining out travel. **Box Sept 14SUE** 45 divorced, two sons, own business, loves socialising/ writing. **Box Sept 15**

PA late 20's & Air Stewardess late 30's seek two officers 30-35 for correspondence/friendship. **Box Sept 16**

LONELY land locked female, wants some fellow sea loving people to correspond with. **Box Sept 17**

JACKIE 33 g.s.o.h. seeks penfriends for letter, laughs and fun. **Box Sept 18**

INTELLIGENT, attractive, bubbly blonde, 39 seeks Naval gent for correspondence. **Box Sept 19**

SINGLE Asian female seeks single Asian male, 30-35, g.s.o.h. for friendship. a.l.a. **Box Sept 20**

TALL, slim, single female, seeks male penpals 30+. Photo appreciated. **Box Sept 21**

ATTRACTIVE divorced, Dorset Lady seeks lasting relationship with sincere, loving Naval man 40-55. Photo appreciated. **Box Sept 22**

PERSONAL

ATTRACTIVE LAWYER 34 years (Leeds area) with bubbly outgoing personality enjoys outdoor life including walking, running and golf. Seeks "dashing Naval officer" (30-42 years) for friendship/possible LTR. Photo appreciated. **Box 9681**

ATTRACTIVE YOUNG 50 something lady, blonde hair blue eyes, 5'2" slim/medium. Loves romance, wining/dining, country walks, holding hands, w.l.t.m. romantic genuine, caring man, Photo appreciated. **Box 9682**

Navy News Own Products

If you are not satisfied with one of our own products sold through this paper, simply return it to us unused within14 days and we will replace it free of charge or issue a full refund (including postage)

This guarantee does not affect your statutory rights

NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subjected to copy approval.

Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

Please note: *We can take no responsibility for the nature or source of the replies received.*

You must be over 18 to advertise in this column.

People in the News

Trainee priest samples life with Commandos

A TRAINEE priest from Wycliffe College, Oxford, got the surprise of his life when college authorities suggested he join the Royal Marines for his five-week summer parish placement.

Since trainee priests are usually sent to spend time in parishes, Jez Fagan (29) didn't know what he had let himself in for.

Under the guidance of the Commando Padre Pete Scott, Jez joined RM recruits in the PT programme, lived on Dartmoor under exercise conditions and attempted some of the Commando tests. The placement is believed to be the first of its kind in the military.

Jez lost half a stone during his five weeks with the Royal Marines but he said it had been a fabulous experience.

He said: "I am keen to attempt the Green Beret Course in the future to become a Commando Padre, but I will stock up with a lot of Mars bars next time!"



● *Jez Fagan (left) with The Revd Pete Scott and two RM recruits.*



● *CHAMPION AT ARMS: PO Nigel Raddie.*

Sherwood's crack shots

CRACK SHOTS from HMS Sherwood made a big impact at the RNR Rifle Association Skill at Arms contest at Bisley.

Although just three of the Nottingham reserve unit's team of 11 had shot competitively before, their success was spectacular.

PO Nigel Raddie won the Champion at Arms competitions for both pistol and rifle for the eighth year in a row.

And the team from HMS Sherwood also won the Viscount Elvedon pistol team trophy, the Graham Challange Trophy for SA80s and the Chamber Trophy for Tyro Pair Service Rifle.

The team were also runners-up for the Duke of Westminster Trophy (SA80) and Cock of the Fleet.

Helicopter team wins award for excellence

AVIATION experts at Gosport have won a top national award for engineering excellence.

The Fleetlands-based Mobile Aircraft Support Unit (MASU) outstripped tough competition from the FAA squadrons and ship's flights to win the Rolls Royce Engineering Efficiency Trophy.

MASU is responsible for repair, transportation and salvage of all Royal Navy, Army and Royal Air Force helicopters throughout the world.

They are also responsible for the design and development of modifications to Naval aircraft as well as being the focal point for engineering tools within the Royal Navy.

The trophy was accepted on behalf of the 113 Service and civilian personnel employed at MASU by its Commanding Officer, Cdr Rick Collins, in the presence of Flag Officer Maritime Aviation, Rear Admiral Iain Henderson.

Cdr Collins said: "I am extremely proud to receive this prestigious award on behalf of the men and women serving on MASU for their sterling efforts in support of the operational capability of the Tri-Service rotary wing community and the enhancements to Naval aircraft tools.



● *ROLLS ROYCE TROPHY: The award is presented to Cdr Rick Collins by Miss Sue Lyons, Rolls Royce Managing Director Defence Europe.*

"To have won this award against the extremely tough competition of Squadrons and Units of the Fleet Air Arm is particularly pleasing and in my opinion well deserved.

"We pride ourselves in being able to constantly meet the pressing, unpredictable and immediate demands of the Front Line Command, which clearly this award recognises.

"The trophy will sit in pride of place in our display cabinet for all to see."

CLINTON RINGS THE CHANGES AT ORWELL'S DECOMMISSIONING

SHORT Engagement Seaman Clinton Hume played a key role in the decommissioning of HMS Orwell, despite the fact that he'd been on board for only four months.

The 17-year-old from the Sea Cadet Unit TS Orwell in Ipswich used his seamanship skills to make a special rope which was fitted to the ship's bell for use during the ceremony, and the honour of lowering the White Ensign for the last time also went to Clinton.

Another highlight of Clinton's time on board was the chance to show friends from his former Sea Cadet unit around the ship during the vessel's final visit to her affiliated town of Harwich (report on page 29).





● *SALUTE: The White Ensign is lowered for the last time during the decommissioning of HMS Orwell.* Picture: LA(PHOT) Flo Ford, 2SL

People in the News

IN BRIEF

YORKSHIRE URNU Midshipman Mika-John Southworth found himself a long way from home during a temporary attachment to the Estonian navy.

The Business student from Hull University arranged some work experience with the British Defence Attache in Helsinki at the end of a year of foreign study in Finland.

And one of his assisgments was to assist the Estonian Navy's Naval English tutor.

❑ ❑ ❑

THE CAPTAIN of HMS Grafton took the salute from 680 pupils during a visit to the Royal Hospital School.

Grafton was visiting her affiliated town of Ipswich and Cdr Bob Sanguinetti was invited to be guest of honour at a ceremonial parade at the school in Holbrook, Ipswich.

The Suffolk boarding school has strong links with the Navy. It was founded at Greenwich in 1712 and it continues to offer significant concessions to the children and grandchildren of seafarers.

❑ ❑ ❑

CAPTAIN Derek Richards RNR has been elected Elder Brother of the charitable maritime organisation the Corporation of Trinity House London.

Capt Richards, who recently retired as Director of Amphibious Warfare Branch of the RNR and Head of List 1 RNR, is a Trinity House Deep Sea Pilot.

Trinity House charities serve mariners by providing support to those in need, and funding education to advance seamanship and safe navigation.

❑ ❑ ❑

THE HIGHEST marks in a final exam at HMS Raleigh earned OM Scott Boyd the Owen Cup.

Scott (20) from Darnley in Glasgow, was presented with the trophy by Commodore Ric Cheadle, Commander of Devonport Naval Base.

The exam was taken at the end of his eight weeks basic training at HMS Raleigh and he has now moved on to specialist training at HMS Collingwood in Fareham, Hampshire.

❑ ❑ ❑

THE FOOTBALL Association has presented its highest honour to Bill Pearce, President of Culdrose FC.

The FA's Gold Medal, which can only be awarded to an individual who has given more than 50 years continuous service to the game, was presented by the FA's Life Vice President, John Ryder.

Bill began his football career with Long Rock AFC in 1948 and qualified as a referee before his 21st birthday. In 1952 he returned to Cornwall and refereed for 22 years. He became linesman for RNAS Culdrose in 1974 and he has carried out every office in the club. After four years with Cornwall County FA he returned to Culdrose as General Manager in 1998. Today, even as President, Bill (below) can still be found making the tea at Culdrose every Saturday.



Navy sets highest standard

A ROYAL NAVY officer has set a new record by becoming the first student to achieve an 'A' grade on the Advanced Command and Staff Course at JSCSC Bracknell.

More than 900 high calibre officers from all three services have completed the course but Lt Cdr Tony Radakin is the first to achieve the highest grading.

The result recognises his outstanding professional excellence in joint military operations and he was presented with the SEMA Group Prize for Best Student by Admiral of the Fleet Sir Julian Oswald.



TOP STUDENTS: Lt Cdr Jonathan Worthington (left) Major Matt Holmes RM, Lt Cdr Tony Radakin and Lt Cdr SJ Singh.

Lt Cdr Radakin, who was also praised for his altruistic contribution to all apects of the course, is to be Military Assistant to the Under Secretary of State for Defence.

Another notable achievement was made by Royal Marines Major Matt Holmes who came third out of 321 students on the latest course. He has been posted to a top operational staff appointment within 3 Commando Brigade.

Top overseas student was Lt Cdr S J Singh from the Indian Navy, who was presented with the Curtiss Prize by Air Marshall Sir John Curtiss, and a Herbert Lott Prize went to Lt Cdr Jonathan Worthington for the best essay on maritime strategy.

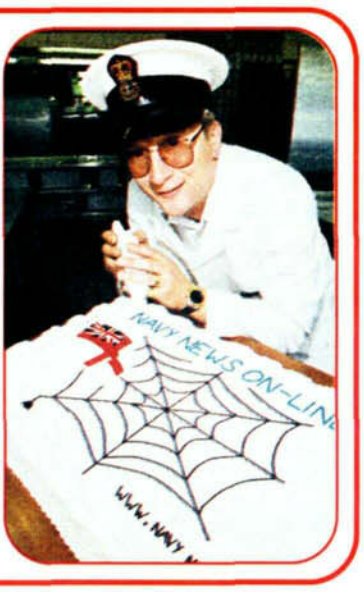
The men had all successfully completed Advanced Command and Staff Course No 3, which was the last ACSC to be held at Bracknell as the college is moving to purpose-built site at Shrivenham.

Icing on the cake

RN CATERERING expertise provided the icing on the cake for a Summer party thrown by *Navy News* at HMS Nelson.

LCH McGuthrey and LCH Martin baked and decorated a huge cake to mark the launch of our website, Navy News Online.

Our thanks go to the two chefs and their boss, CPO Chef Skinner who is pictured with the cake, and to *Navy News* staff Anne Young, Lisa Taw and Liz Parker.



Phots develop nicely



COMMODORE Hugh Edleston, Director of Corporate Communications Royal Navy, presented professional photographic qualifications to five sailors at the end of their 27-week course at the Joint School of Photography at RAF Cosford.

He also presented certificates of advancement to three of the course members, LA Phots David Husbands, David Walker and Angela Pearce, who are being posted to HMS Neptune and SFPU. The remaining two course members, LA Phots Jonathon Hamlet and Nigel Stevenson, take up posts at HMS Drake and HMS Neptune respectively.

The Simon Gregg Memorial Trophy for top career photographic student from all three services was awarded to LW Phot Susan Rose, now serving at HMS Drake.

The Trophy was presented by Mr and Mrs Gregg, in memory of their son who was killed in a motor cycle accident in 1981 whilst training at JSOP RAF Cosford.

High flyers get together



● *HIGH FLYERS: Lt Cdr Dave Mackay and Wg Cdr Mike Jenkins*

THE JOINT Harrier force passed another milestone when Wing Commander Mike Jenkins became the first RAF pilot to complete Hawk refresher training at the Royal Navy Air Station at Yeovilton.

To mark the occasion, Wg Cdr Jenkins, who is Commanding Officer of No.20 (R) Squadron, took to the skies in a T8 two-seater Sea Harrier trainer with Lt Cdr Dave Mackay, CO of 899 Naval Air Squadron.

899 NAS and No. 20 (R) Squadron are the Royal Navy and Royal Air Force Harrier Operational Conversion Units (OCUs).

In the early days of the Harrier, the RAF was responsible for the conversion of Naval pilots, but as the RAF and RN aircraft developed differently the RN took over the responsibility of training RN pilots from Valley to the front line.

As part of the Joint Force Harrier initiative, 899 NAS will move to RAF Wittering in 2003 and the two Harrier Operational Conversion Units will be collocated for the first time, offering streamlined and enhanced training for the Joint Force.

Sail into a bright new future.



At the Pub Estate Company Limited we've pubs throughout the UK waiting for people with your experience to take control.

Your training and experience have shown that you're disciplined, committed to hard work and possess a whole host of skills transferable to running your own successful pub business.

For more information:

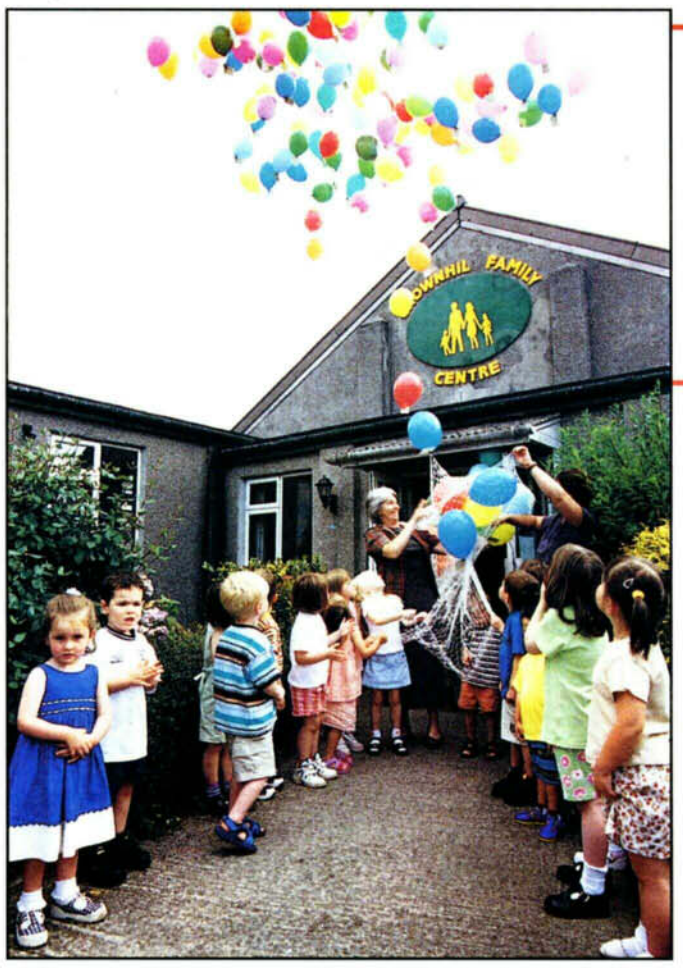
Tel: 01704 546 577

INVESTOR IN PEOPLE

A minimum investment is required. The Pub Estate Company is an equal opportunities employer.

THE PUB ESTATE COMPANY LIMITED

Family Matters



● *Sky-high: 150 balloons are launched by Sandy Bell, HIVE co-ordinator, and Ros Tall, wife of Capt David Tall, Captain Base Personnel at HMS Drake.*

New name for HIVE of activity

THE TRI-SERVICE HIVE, offering information and advice in Plymouth has marked its official re-launch with a day of celebrations.

Formerly known as SWIFT (Support Welcome Information for Families Team), the new organisation offers support to personnel, single or married, and their dependants.

The party at the Crownhill Family Centre, featured a charity balloon race, a magician, and a bouncy castle for the youngsters.

The HIVE can offer information on a wide range of subjects, from schools to dentists, e-mail and Internet facilities, support for new arrivals, and can be a focal point for community activities. There are more than 150 tri-Service HIVEs around the world.

Plymouth HIVE is particularly keen to hear from anyone who could become a volunteer. They can be contacted on 01752 768184, or by e-mail on *HIVE@hiveplymouth.fsnet.co.uk*

Rating brings hope to refugee

WHEN a group of armed Serbs set fire to his house in the middle of the night in February, 15-year-old Kosovar Albanian Vladimir Hasani did not have time to stop and think.

He ran for his life, into the forest, and his parents and sister made their own escape. At least, he hopes so, as he has not heard from them since that day.

Vladimir made his way to his uncle, who arranged for him to travel in a lorry to the UK, and he arrived in Southampton the day before his 16th birthday.

Now he is trying to rebuild his life while waiting for his asylum application to be processed – and a senior Naval rating is helping with the process of normalisation.

CPO(FS) Dave Bailey is studying for a diploma in social work at the University of Portsmouth, and as part of his course he was on placement at the children's home in the New Forest which Vladimir attended on a daily basis.

"There was an initial language barrier – although his English has come on fantastically since he came to Britain in April – but he was just there, sitting in the home, while all the others were at school," said Dave.

"I felt I had the ideal opportunity to commit some time to him and to sit and talk. It's at that stage you realise that language is international – if you take the time to listen, you can communicate."

At that point the family that had fostered him on a short-term basis could not continue, and social services stepped in. Vladimir's older cousin had made a separate journey to England, and a room was found at the same house in the community in Southampton for Vladimir, as well as a place at a local college.

"I maintained contact with him and we built up a good relationship quite quickly," said Dave. "Social services then decided they needed a befriender or advocate for Vladimir, and I offered myself for the job as a volunteer, although they are normally paid.

"The role is to be a voice, to ensure they are getting everything they need and are entitled to, and attending appointments and so on.

"As he is a minor, it's slightly different, in that we are trying to help him return to normal life. So he is part of my family's life when he wants to be.

"This is really a golden opportunity – the chance you do not come across very often."

In practice, that means Vladimir is picked up in Southampton every few days, has a meal with Dave, his wife Amanda and three-year-old son Luke, and gets his washing done.

He hopes to spend more time at college – a new departure, as boys are regarded as men at the age of 14 back in Kosovo, forcing Vladimir to readjust to becoming a youngster again after nearly two years working on his family's smallholding.

"Like any 16-year-old, he misses his family," said Dave, "but now it's a question of settling down to a new life. Even if they found his parents and sister, there would be problems in sending him back, as he is really scared."

Dave, who has served in the Navy for 17 years, said he will be there for as long as Vladimir needs support: "I shall do what I can until the day Vladimir says 'I don't need you any more' and that will be fine."



● *SENIOR rates from HMS Westminster don't just support a good cause – they go and find out what it's all about. CPOs Mess members CPO Andy Nickerson (centre), CCs Les Fenwick, Mick Sanders and John Brenkley, and CPOs Fraz Fraser and Nobby Hall visited KIDS, a charity in Fareham which works with children with special needs to present a cheque for £1,000 raised over the past 12 months. Les and Andy both have children who have been helped by KIDS.*

Information centre opened in Falkland Islands complex

FAMILIES and personnel in the Falkland Islands now have their own HIVE to turn to for advice.

The organisation, offering information and advice was officially opened by Brig Geoff Sheldon, the Commander British Forces Falkland Islands, whose initial idea led to the creation of the organisation.

The office, headed by Gerry Thirsk, is situated in the reception area of The Village at Mount Pleasant, and is linked to the Internet, allowing those due to take up a post in the Falklands to find out about facilities before they arrive, such as schooling, sport and accommodation.

Staff also hope it will be the first port of call for personnel seeking support in matters concerning future postings, benefit schemes, and links back to home units.

The HIVE office – which took three months to set up, with the help of Mrs Sue Gates, Regional HIVE Co-ordinator in the UK – is open Monday to Friday between 11am and 1pm to offer help to anyone connected with the military.

Information can also be obtained by ringing Mount Pleasant on 005 007 3263, or e-mailing *fihive@hotmail.com*

Women on course for success

A GROUP of Naval wives has been presented with certificates after studying with the Southampton City College Outreach Centre, based at the Royal Sailors Rest in Plymouth.

The women gained recognised qualifications in administration, book-keeping and information technology skills.

Among the successful students was Jacqueline Brown, who collected a certificate in RSA Audio Transcription.

Mrs. Brown, whose husband is based at HMS Drake, is the mother of three young children, and has been studying with the centre since 1996, having begun in Portsmouth.

"With three young children under four, if I can do it, anyone can," Mrs Brown said.

"It's also an excellent place to meet people, and there are other things you can do here, such as have lunch or do aerobics."

The centre offers low-cost and flexible study hours, and there is a creche.

Further information on courses beginning this month can be obtained from course co-ordinator Shirley Pett on 01752 607646.

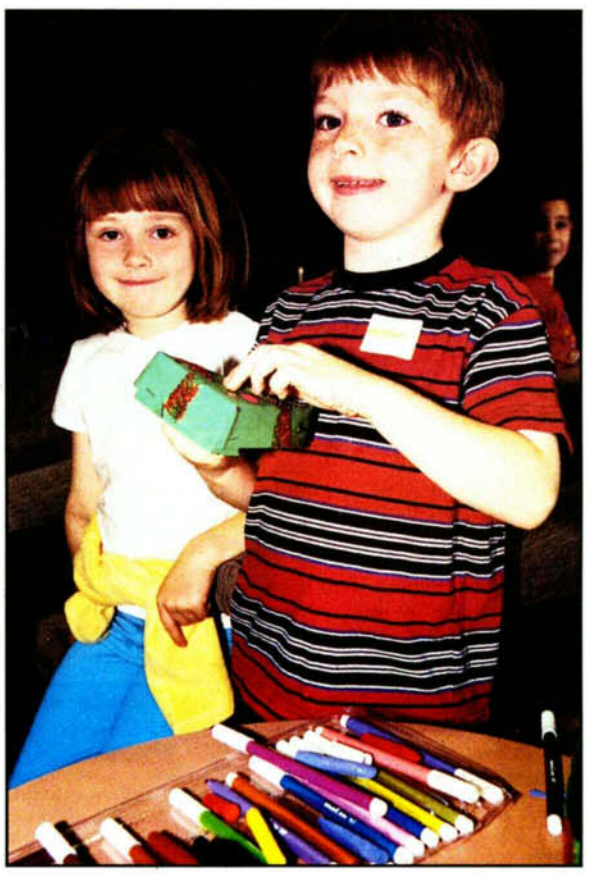
Train for a return to employment

A FREE course in Hampshire for Service dependants thinking of returning to employment has been so successful that the organisers have decided to repeat the project.

Funded by Hampshire County Council's new adult learning programme, the new ten-week course at Crossley Centre, Rowner, Gosport, began on August 11 – but those who miss the start date can still join, and further courses are planned.

The course, run by Kerry Dedman, is designed to be friendly and relaxed and is also aimed at those who are thinking of applying for college places. Many of the students on the first course held earlier this year have now entered employment or are actively applying for college courses.

Those interested should contact Gary Keith, the Naval Community Worker at Rowner, on 023 9258 0115.



Youngsters flock to playscheme

UP TO 50 children a day enjoyed a range of play and educational activities at a summer playgroup based in Helensburgh.

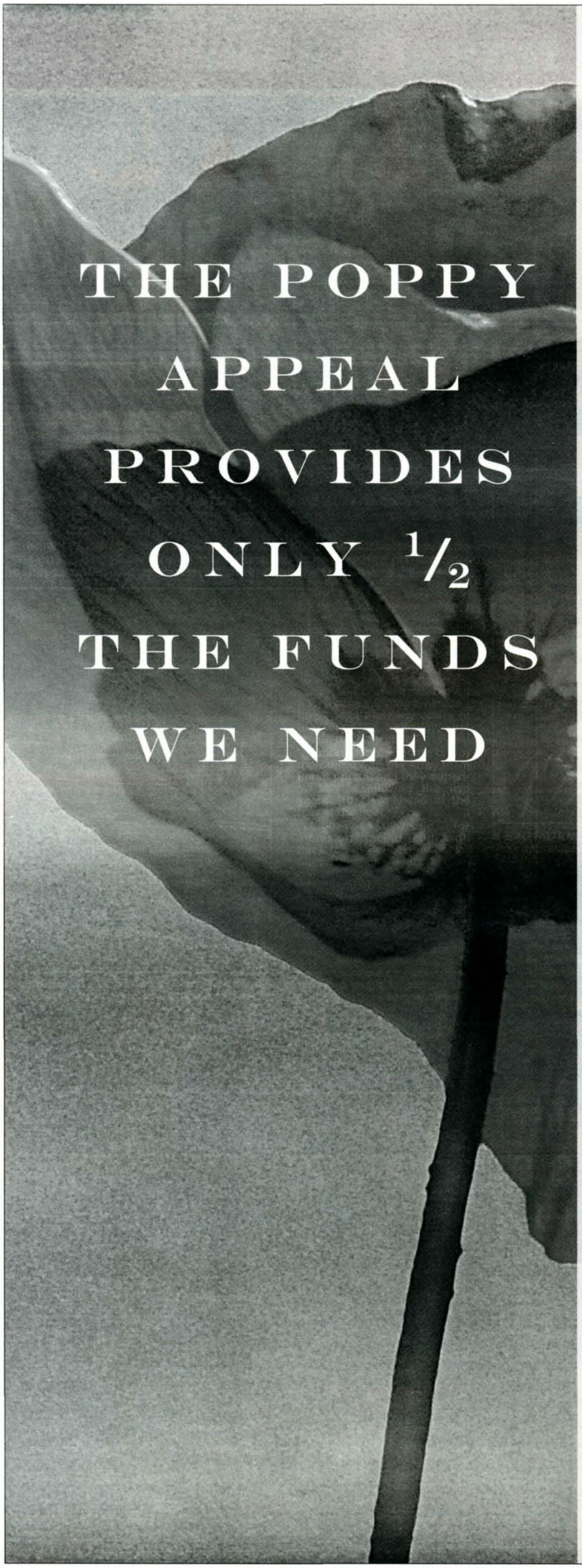
The three-week Millennium Summer Playscheme at the Drumfork Community Centre, Churchill Square, was organised by Susan Heaney of the Naval Personal and Family Services and Rev Ian McFadyen from the Naval Chaplaincy Service.

The first week was at Garelochhead, with the remainder at Churchill Square, and activities included football coaching, badge-making, sweet-making and arts and crafts.

On the Wednesday of each week, the children were taken to the Time Capsule at Coatbridge, where they were able to go swimming and ice-skating. A party and disco rounded off each week.

Other help was provided by the Royal Sailors Rest, Braeholm, who lent a minibus, and Church of Scotland minister Alistair Duncan.

● *Matthew Brown and Paige Barclay enjoy some craft work at the Millennium Summer Playscheme .*



THE POPPY APPEAL PROVIDES ONLY ½ THE FUNDS WE NEED

The Royal British Legion is dedicated to help serving and ex-service men and women and their families...

...1,000 people are helped to visit war graves every year

...over 300,000 calls for help are answered every year

...54,000 people are helped with war pensions every year

...5,000 people are helped with a stay in our homes every year

...100,000 visits are made each year to the housebound or those in hospital.

If you are interested in joining The Royal British Legion, would like to make a donation or require further information, please call **08457 725 725.** Alternatively, visit our website @ **www.britishlegion.org.uk**

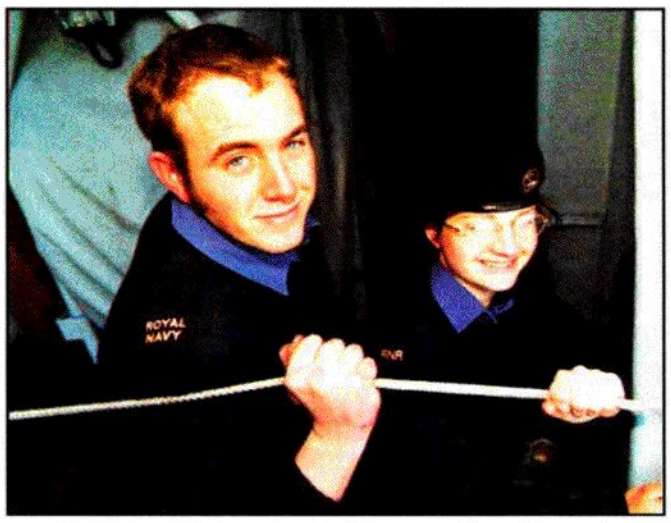
Reg. Charity No. 219 279

THE ROYAL BRITISH LEGION

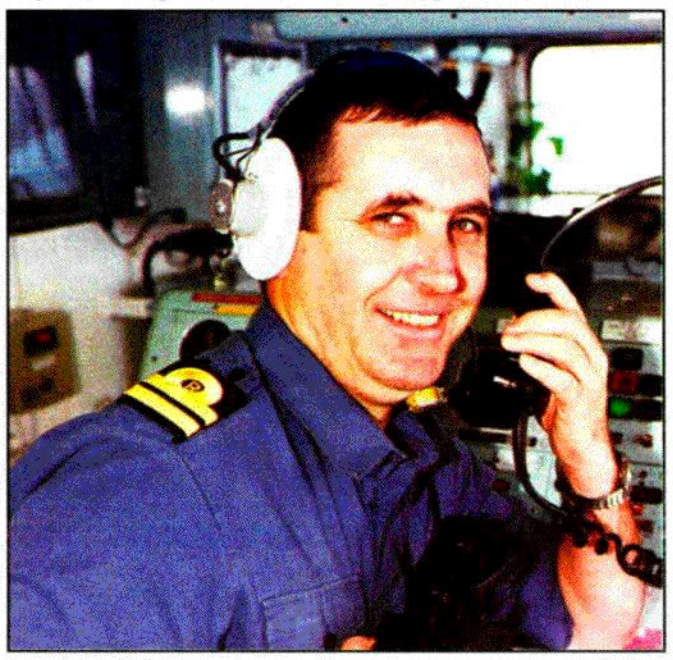
Royal Naval Reserve has



● LW Linda Sturman operates the signalling lamp on the bridge roof of HMS Illustrious. Her day job is head of the Cardio-respiratory Investigative Unit at Trafford General Hospital.



● OM(MW) Taff O'Donnell and AB Wren Esther Wakeman pull together during a weekend of Sea Training in UK waters.



● Lt Dave Constant controls helicopter movements from RFA Fort George. When the ship was diverted to provide flood relief in Mozambique, he was on a plane from the UK within three hours.



As the Royal Naval Reserve embarks on a campaign to recruit 750 new staff, Lt Heather Tuppen (left) looks at the increasingly important role of the RNR and its contribution to the success of recent operations and exercises at home and abroad.

Reserves of strength

SWEEPING changes are being made in the Royal Naval Reserve as a result of the 1998 Strategic Defence Review.

A recruiting drive has been launched to attract 750 new personnel and funding for paid annual training has been increased by 40 per cent.

At the same time, upper age limits have been increased to 40 for ratings and 45 for officers and personnel with Regular Service experience and specific qualifications.

The changes reflect the increasingly important part the RNR has to play in exercises and operations in the UK and all over the world.

During the latest major NATO exercise 'Linked Seas' the Commander of the UK Task Group, Rear Admiral Steve Meyer, said: "Royal Naval Reserve specialists are fundamental to my role and my role is fundamental to the Royal Navy."

The Admiral's relatively small staff of eight Warfare Officers doubles in size with the augmentation of RNR specialists for both exercises and recent operations in the Adriatic and in the Gulf.

Specialists include staff from many branches of the Royal Naval Reserve such as:

❑ Naval Control of Shipping (NCS): RNR officers keep the Task Force Commander informed of merchant shipping movements.

During Linked Seas there where NCS staff in HMS Illustrious were led by Lt Cdr Carrie Hands and another team, led by the appropriately-named Lt Cdr Rod Drake, was deployed to a Spanish aircraft carrier.

❑ Communications: RNR Ratings from all over the UK, led by CPO Liam McGeevor from HMS Scotia, helped to provide Maritime Communications between the ships and shore authorities at CINCSOUTHLANT, and seven RNR personnel were deployed on the Spanish LPD Galicia during Linked Seas.

Pictures: Dave Hunt

❑ Submarine Advisory Staff: RNR personnel who make sure that submarines deployed with joint task forces can exchange information securely.

❑ Public Affairs: Ex-RN officer and Communications, PR and Marketing graduate Lt Cdr Lindy Mackenzie-Philps was attached to Admiral Meyer's staff to escort journalists and advise on press relations during Linked Seas.

❑ The Air Branch: RNR personnel joined the Air Operations Cell which co-ordinated all maritime air activity during Linked Seas.

❑ Allied Worldwide Navigation and Information Systems: RNR personnel ensured that unclassified navigation warnings arising from military activity were passed quickly to merchant ships.

In a real-life crisis, such warnings can be anything from mine-laying activity, to shipwrecks or unexploded bombs.

Lt Cdr Richard Greenacre (a software engine for BAe Systems) was on the AWNIS staff during Linked Seas. He said: "AWNIS is a skill which is quite unique to the RNR and is invaluable in times of escalating conflict and war where real dangers must be notified urgently.

"Exercising together on this scale, with so many international units involved, is excellent training for our branch."

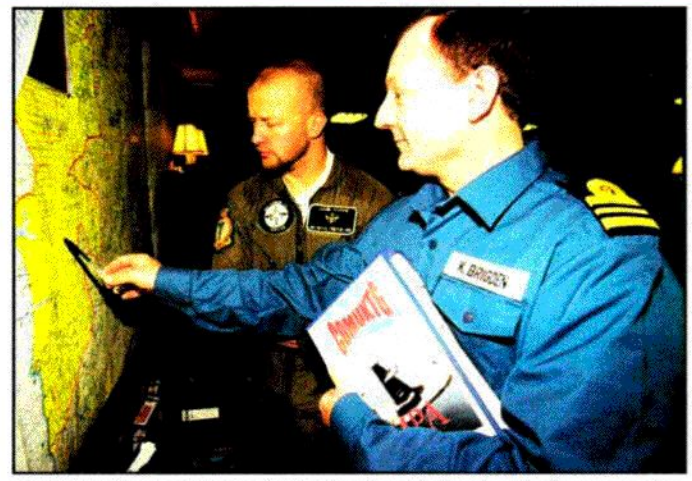
Training is a top priority in the RNR and the Strategic Defence Review gave a 40 per cent increase in funds to make sure that Reserves are ready to deploy in times of crisis.

One example of the RNR's flexibility came during the disastrous flooding in Mozambique earlier this year.

RNR Air Branch Lt Dave Constant was sitting at home watching TV news about the floods when he received a call to see if he could join RFA Fort George as second aviation officer as the ship was diverted to assist with the disaster relief operation.

Three hours later he was on a plane bound for Mozambique!

● *LIFESAVERS: Read about the RNR Medical Branch on the next page.*



● LT Cdr Kevin Brigden briefs Harrier Pilot Lt Jamie Harms on the air picture during exercise Linked Seas. Kevin was a Naval Observer and his last job was as Training Planning Officer for the Merlin at RNAS Culdrose. He is now qualified as an airline pilot.



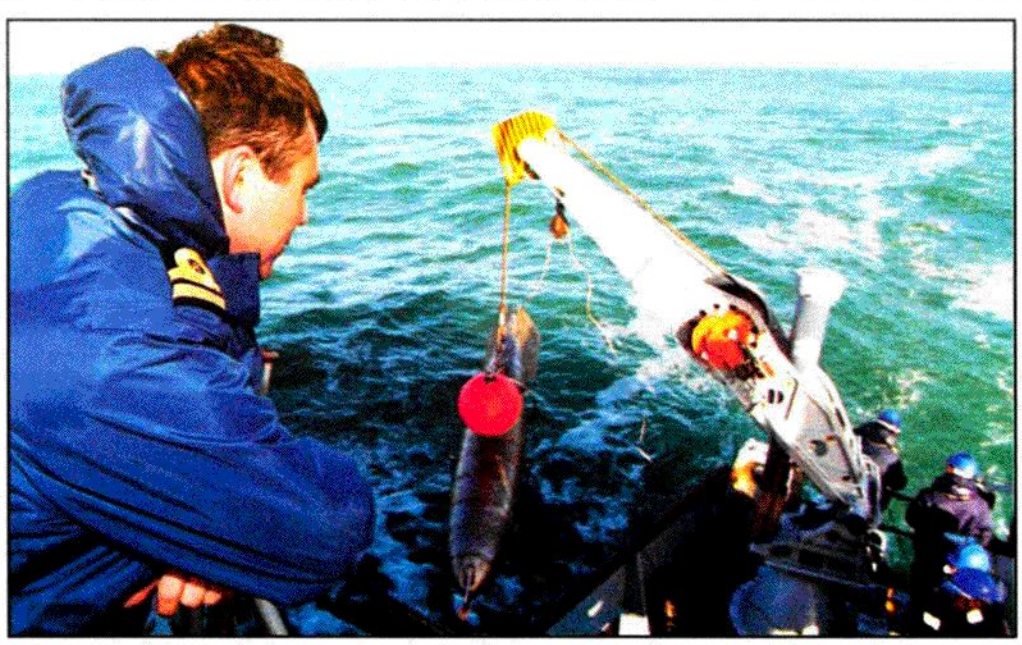
● Lt Cdr Carrie Hands RNR, Staff Officer, Naval Control of Shipping (NCS) team, on the bridge of HMS Illustrious during exercise Linked Seas. She said: "This is my third major NATO exercise in this role and each time we continue to improve our methods."

Facts and figures

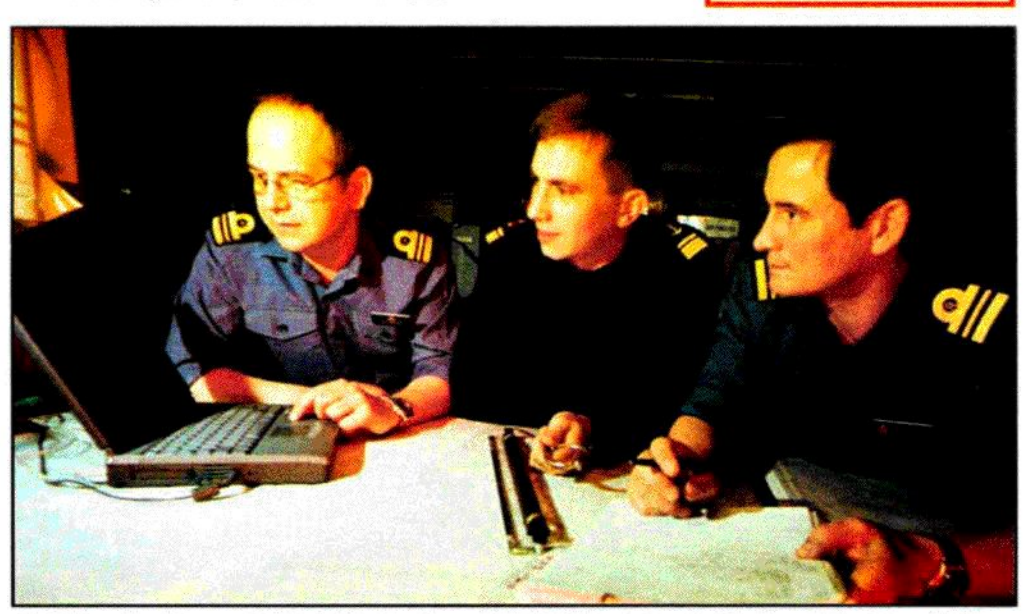
❑ The Strategic Defence Review (SDR) of 1998 called for an increase in the RNR numbers from 3,100 to 3,850.

❑ New age limits for Reserve service came into effect in June. The upper age limit for ratings is now 40 and age 45 for those with former regular Service or specific qualifications. For those seeking a commission, the age limit is 45.

❑ For more information on the RNR write to the Personnel Office, Directorate of Naval Reserves, c/o NRTA, HM Naval Base, Portsmouth PO1 3LS or contact your nearest Reserve Training Centre on 0345 300123.



● Lt Lee Thorne supervises a group of Minewarfare Reserves as they undergo training on one of the Royal Navy's minehunters.



● Submarine Team: Lt Cdr Chris Hardinge RNR (left) is pictured with French Captaine Phillippe Delhomme and Lt Cdr Rick Donaldson in the Ops room of HMS Illustrious. He left the Navy eight years ago and is now Director of a Defence Consultancy Service. He was awarded an MBE in the Queen's Birthday Honour's List for his specialist services to the RN in recent operations.

vital role in operations and exercises

Argus goes into action

IT'S A SAD fact that all battles mean that casualties are going to be taken, so preparations for war must involve an plan for evacuation and treatment.

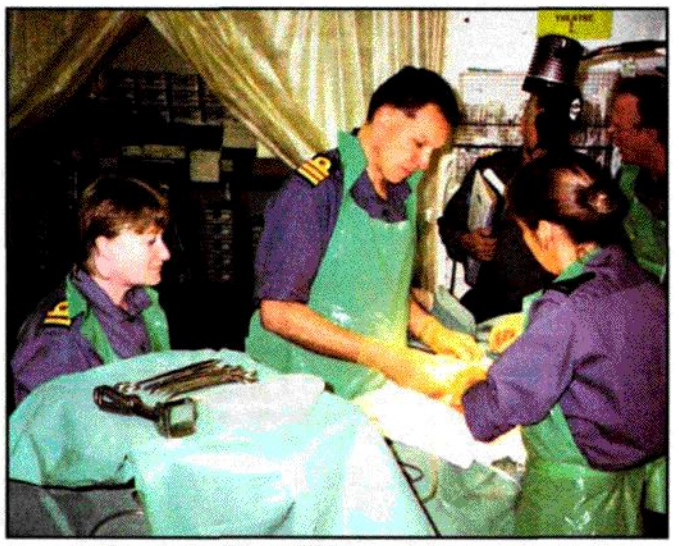
One of Britain's biggest assets in this area is the Primary Casualty Receiving Ship RFA Argus, which was developed and deployed in record time during the Gulf War.

The ship has proven to be a successful, versatile unit and has been engaged in regular exercises with the Royal Navy and NATO allies.

Argus saw the final activation of its hospital complex during the last major NATO exercise 'Linked Seas' when more than 200 surgeons and medical staff kept the facility fully operational for three weeks while realistic casualties were flown on board by helicopter.

During the exercise, off the coast of Portugal, the regular Royal Navy medical staff from Derriford and Haslar hospitals were strengthened by a team of twenty from the Medical Branch of the Royal Naval Reserve.

Specialists from the RNR are often called on in times of crisis and the reserves included both general surgeons and surgical nursing teams who have volunteered for the stressful and hazardous job of receiving and caring for casualties in the immediate aftermath of a major sea and amphibious battle.



● *THEATRE: Surg Cdr Robert Wheeler 'operates' in RFA Argus*

Among them was Surg Cdr Robert Wheeler, who was granted leave to take part in the important exercise by Southampton City Hospital, where he works as a Consultant Paediatric and Neonatal surgeon.

While he 'operated' on casualties which were stretchered in by Royal Marines bandsmen he was supported by two further reserves acting as theatre assistants, Naval Nurse Claire Snow, Theatre Sister at the Wessex Nuffield Hospital, and Lt Daniella Cliffe, an Occupational Health Nurse Advisor at Derriford Hospital in Plymouth.

At the next operating table, another RNR officer was at work - Surg Lt Cdr John Corson from HMS Calliope. Lt Cdr Corson has a wealth of experience in abdominal and bowel surgery and when not on exercise with the RNR he is Consultant General Surgeon at City Hospital in Newcastle.

Tucked away in a compartment deep inside RFA Argus, a fully functioning pathology lab was being run with the help of Leading Medical Support Assistant Linda Hadcocks, a highly-qualified biomedical scientist who usually works at Mayday Hospital in Thornton Heath, Surrey.

For POMSA Debbie Hart, her task on RFA Argus was very like her civilian job, although the working environment was very different. On the ship, Debbie was in charge of issuing medical stores, and at home she does a similar job for Boots The Chemist.

During exercise Linked Seas the reserve training unit at HMS Dalriada provided three RGNs who were enjoying their first experience at sea. For Naval Nurse Amanda Harvey it was her first trip outside the UK and she was accompanied by keen volunteers Heather Pearson and Julie Lasseter.

And HMS Cambria was also represented - by Lt Eileen Munson, a locum midwife from the University of Wales in Cardiff.

While the Regular and Reserve medical staff were hard at work their every move was watched by Senior QARNNS (R) officer Cdr Dawn Kenny and Surg Cdr Peter Small, who both acted as 'umpires' during Linked Seas.

Standing back from the action, it was the job of the two senior RNR Medical Branch officers to assess the overall capabilities of the ship and to offer constructive points for further development.

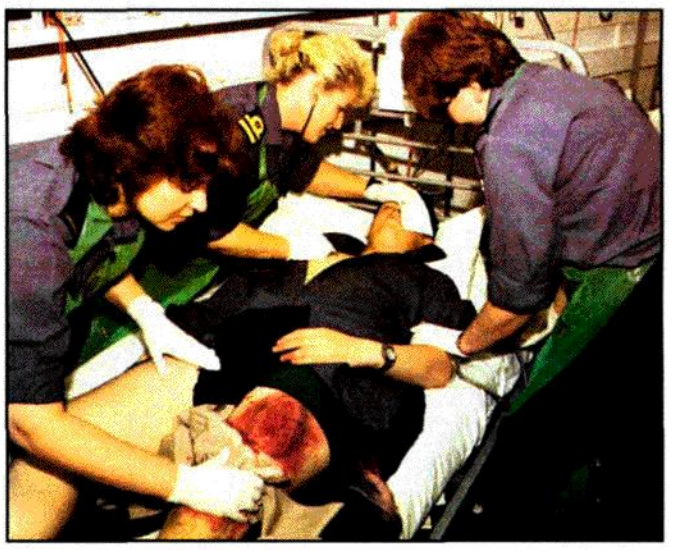
Cdr Kenny said: "In December 2000 this PCRS complex will be removed from RFA Argus and a new, purpose-designed complex will be installed with better equipment and a much larger area.

"We have learned much from our experiences with the present arrangements and will apply all the lessons learned with the new unit.

"I am delighted that the skills of the Medical Reserve Branches are clearly being recognised and we hope to become fully involved in augmenting the new PCRS in the future."



● *CASUALTY: Helicopters delivered a stream of cases with realistic injuries.*



● *ASSESSMENT: Lt Eileen Munson and her assistants take charge of a patient in the hospital complex in RFA Argus.*

Absent without leaving you short.

Exclusive discounts for you and your family.

For great savings on British Airways flights, look no further than the MoD Flightline. And what's more, if you recommend a colleague to the Flightline, every month between now and the end of November 2000, you have the chance to win a pair of Club World tickets to any British Airways destination. To book flights or for more information call 0141 226 4321.

a member of oneworld

BRITISH AIRWAYS

Terms & conditions 1. Offer open to MoD personnel and their families only. For full eligibility details call 0141 226 4321. 2. Promotional periods: 01.09.00 – 30.09.00; 01.10.00 – 31.10.00; 01.11.00 – 30.11.00. 3. For each promotional period you can win 1 pair of Club World tickets on any British Airways mainline scheduled service from London Heathrow or London Gatwick which must be taken between 01.01.01. and 31.08.01. 4. No purchase necessary – please call 0141 226 4321. 5. Full terms and conditions available on request – please call 0141 226 4321.

Return of the Saint!

HMS SOUTHAMPTON is back in Portsmouth after a six-month deployment to the South Atlantic.

The ship, which sai led on February 11 to take up th e job of Atlantic Patrol Task (South) was based primarily in the Falklands and she was the first destroyer to support Joint operations there since HMS Edinburgh's deployment in 1998.

HMS Southampton provided a potent addition to the air defence capability in theatre and worked closely with the other Services based at Mount Pleasant.

She took part in two major exercises, Cape Petrel and Purple Strike, providing integrated air defence of the region and shore bombardment to support infantry and mortar live firing exercises.

Away from the Falklands, HMS Southampton has been closely involved in defence diplomacy in South America.

She took part in the Brazilian Fleet Review and visits to Montevideo and Fortaleza have further cemented firm relationships with the Uruguayan and Brazilian Navies.

Several sailors also volunteered to deliver presents to the young occupants of a home for street orphans in Rio where they helped with repairs and refurbishment.

And for another eight members of the ships company, there was a marvellous opportunity to set off on a ten-day adventurous training expedition in the Brazilian interior.

For the voyage home, the ship was joined by families and friends, and by the Right Honourable Mr Gwyn Prosser, MP for Dover and Deal who was visiting the ship as part of the Armed Forces Parliamentary Scheme.

IN BRIEF

DEFENCE Secretary Geoff Hoon has condemned reports that have suggested the Government plans to privatise Faslane Naval Base.

He said: "Faslane is a Naval Base. It is ridiculous to suggest that the MOD has plans to 'privatise' the base.

"We are inviting industry to propose ways in which they might become involved in a number of roles, particularly engineering work, but that is quite different from privatisation."

❑ ❑ ❑

OVER 100 years of dedicated service by Naval Nurses is commemorated in a new display at the Royal Naval Museum at Portsmouth.

The museum's 20th century gallery now includes photos, personal testimonies and memorabilia from dating back to the foundation of the QARNNS in 1902.

❑ ❑ ❑

THE ANNUAL meeting of the Endurance Association will be held on board HMS Endurance at Portsmouth on September 28. For details contact Bill Baxter, 17 Sherwood Drive, Exmouth, Devon EX8 4PX.

❑ ❑ ❑

THE BAND of Her Majesty's Royal Marines Scotland will perform at Manchester Cathedral on October 6 in aid of King George's Fund For Sailors.

Tickets, costing £7.50, are available from Lt Cdr Williams, 87 Hulme Hall Rd, Cheadle Hulme, Cheshire, SK8 6LF.

❑ ❑ ❑

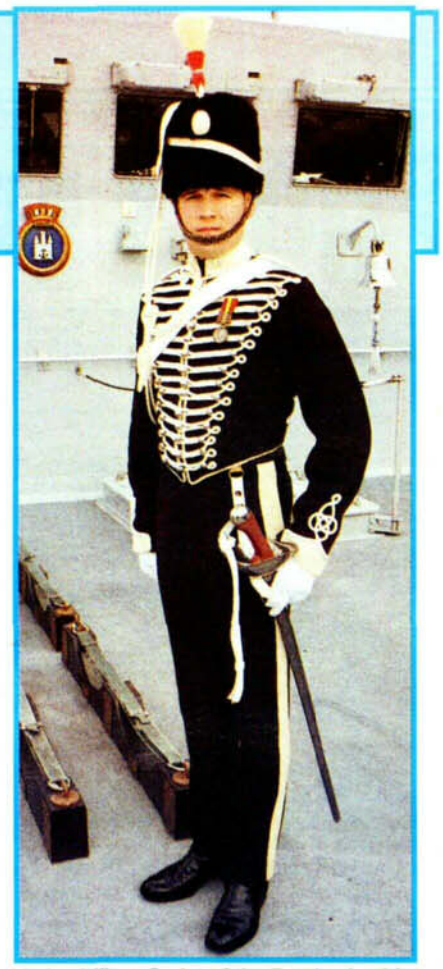
MOD ENTRIES to the Plain English Campaign's 'Inside Write' awards are due in by Sept 22. For details, contact Louise Airth at Main Building 0207 218 8294.

Pembroke joins NATO flotilla

HMS PEMBROKE has had a busy schedule since commissioning at Portsmouth back in July.

The day after the ceremony she sailed for a deep diving work-up off the coast of Cornwall and conducted a series of dives to 80 metres using the very latest CBDA rebreathing equipment.

And as *Navy News* went to press, the ship was leaving her home port to join NATO's MCM Force North where her deep diving capability will be put to full use in ordnance disposal operations.



● *An Officer Cadet of the Pembrokeshire Yeomanry was one of the guests at HMS Pembroke's commissioning.*

New motors could save Navy a billion

FUTURE warships and submarines could be powered by huge electric motors which could save the MOD up to £1 billion in operating costs.

The prospect took a step nearer reality on August 1 when the UK and France signed a £19 million contract to develop an electric propulsion technology demonstrator to investigate the benefits of electric motors.

Alstom Power Conversion will build the demonstrator at Whetstone, Leicester, and if successful, electric motors will be considered as a power source for the Future Surface Combatant, the Royal Navy's next generation warship, the Future Attack Submarine, and two new aircraft carriers.

Ships powered by electric propulsion would need fewer, more efficient engines, leading to a lower initial purchase prices and lower fuel, operating and maintenance costs throughout their service life.

And large machinery spaces will no longer be needed, allowing more space for weapon systems and accommodation. Ships will be also be more operationally effective, better places to live and work, and will be more stealthy.

Defence Procurement Minister Baroness Symons said: "The introduction of electric ship propulsion may be as significant as the change from sail to steam.

"It could mean the warships and submarines of the future would be more effective, would be better places for their crews to live and work on, and would be built and operated at a lower cost to the taxpayer.

"The work now underway will place the Royal Navy and the French Navy at the forefront of this exciting technological development.

"The results of the Technology Development Programme will give us the information we need to use electric propulsion as the baseline against which other propulsion systems will be judged. "

If the prime contractors for the Future Surface Combatant, the Future Attack Submarine or the Future Aircraft Carrier wish to use an alternative they will have to demonstrate that their proposal is better."

Bilbao's birthday

HMS GLOUCESTER paid an informal visit to Bilbao during the city's 700th anniversary celebrations.

A highlight of the visit was the presentation of a plaque by 55 people who were evacuated from Spain during the civil war with the help of the Royal Navy.

And a party of men, including the CO Cdr Paul Cook, visited the British Cemetery in Bilbao for a memorial ceremony service conducted by the Rev Richard Madders. The ship is now back in Britain and will be berthing at Avonmouth on September 15 for a visit to the City of Gloucester.



● *RUNNERS-UP: Seahawk were second overall but they won the Bambara Trophy for Best Naval Air Command Band. It was presented to Band C/Sgt Reg Skeen by Mrs Dianne Davies, wife of the Commodore of HMS Collingwood.*

Drake wins band battle

MUSICIANS from HMS Drake are celebrating their most successful year ever after winning the Royal Navy Volunteer Band competition at HMS Collingwood.

Ten teams descended on Collingwood, including three bands from Naval Bases, two from RN Air Stations, three from large training establishments and two from HQs in Northwood and Gibraltar.

But the performance of the 37-strong band from Devonport earned them a range of trophies and the overall Best Band title. Drake's volunteer band is led by Lt Tony Wild, trained by Band C/Sgt Charlie Fleming and it has Constable Colin Dance of Devon and Cornwall Police (Exeter) as its Drum Major.

The musicians, aged from 15 to 70, are drawn from Serving and retired personnel from all three Armed Services, the Police, Civil Service and the local community.

Constable Dance won the competition for Best Drum Major. HMS Drake was 1st Overall Marching Band, came second in the Drum Display and was also second in the concert performance competition.

Their combined results earned them the Challenge Trophy for Best Overall Volunteer Band in the Royal Navy.

HMS Seahawk came second overall and won a trophy for best Naval Air Command Band.

LEGAL EAGLES

NAVAL lawyers have produced some outstanding results to outshine their civilian counterparts.

Navy Barrister Lt Cdr Mark Emerton won the Sherwin Oliver Prize as the top student on the MA and LLM Business Law course and he is the first person ever to receive an LLM Masters Degree from Portsmouth University.

And Lts Andrew Murdoch and John Pheasant have been outstandingly successful in their Bar Final Examinations at the College of Law, London.

Lt Murdoch recorded the highest mark and was awarded the Criminal Litigation Prize, while Lt Pheasant came third in the exams and won the Evidence Prize as well!

● *Lt Cdr Emerton (left) Lt Pheasant and Lt Murdoch.*



Destroyer calls at Cuba

HMS CARDIFF took a break from operations in the Caribbean to visit the US Naval Base at Guantanamo Bay, Cuba.

The Portsmouth-based warship, which is Atlantic Patrol Ship (North), took on the USN at softball and a Jamaican at football, drawing 2-2.

Cardiff's CO, Capt Neil Morisetti, said: "We've had an outstanding time. We have been taken care of brilliantly and we'd love to come back.

"And if we can't come back, another ship from the Royal Navy will!"

Top award for 846 NAS

A SEA KING helicopter squadron based at the Royal Navy Air Station at Yeovilton has won a top award for efficiency for a record fifth time.

The unit, 846 Naval Air Squadron, have won the Australia Shield and £500 for maintaining an outstanding operational capability in the last year.

The Australia Shield was a gift from the people of Australia in 1967 and the cash prize will be spent on amenities which will benefit the squadron as a whole.

It was presented to the Commanding Officer of 846 NAS, Lt Cdr Richard King, by Flag Officer Maritime Aviation, Rear Admiral Iain Henderson, at a gathering of the entire squadron.

Record row by RM team

THE GOSS Atlantic Row team, led by former Royal Marine Mark Stubbs, has set a benchmark by completing the first trip from Jersey to Poole.

Rowing in pairs in a 27ft sea scull, changing over every 90 minutes, they covered the 91.5-mile course in just over 14hr 31min, at an average speed of more than six knots, and have challenged others to attempt to better their mark.

As the first long-distance row by the team, including serving Royal Capt Mark Phillips and former RM Bernie Shrosbree, bolstered by three Jersey rowers and supported by Condor Ferries, project leader Mark Stubbs was delighted by the result. "It is a fantastic feeling to have achieved something that has never been done before" he said.

Memorial to MTB crews

A MEMORIAL has been unveiled in Lerwick to commemorate the crews of two motor torpedo boats who lost their lives during World War II.

The plaque recalls the occasion when MTBs 626 and 686 were preparing to fetch back the drivers of Welman midget submarines which had been involved in an attack on German warships in Bergen.

A Norwegian officer had been spotted and captured, so his colleague and two RN lieutenants scuttled their craft and were smuggled into hiding by resistance workers.

The MTBs were alongside Quay 4 at Lerwick, loaded with an extra 1,000 gallons of petrol in cans on deck as they prepared for sea, when the Norwegian MTB 626 caught fire and exploded, quickly enveloped its RN sister boat in flame.

One man died in MTB 626 and six were hospitalised with severe burns, while six men dies in MTB 686. One of the injured died later in hospital.

Veteran submariners from the UK and Norway gathered at North Ness were joined by Mrs Kathy McBain, daughter of AB John Gray, who was one of the victims.

The plaque was presented by the Shetland-Norwegian Friendly Society and the Coastal Forces Veterans Association.

Estd 1800ad
Sewills
MAKER TO THE ADMIRALTY

The Ark Royal Pilot Watch a classic timepiece to honour a naval legend

Automatic 25 jewel movement in a polished stainless steel case

Screw down crystal back to display movement

Luminous hands and numerals

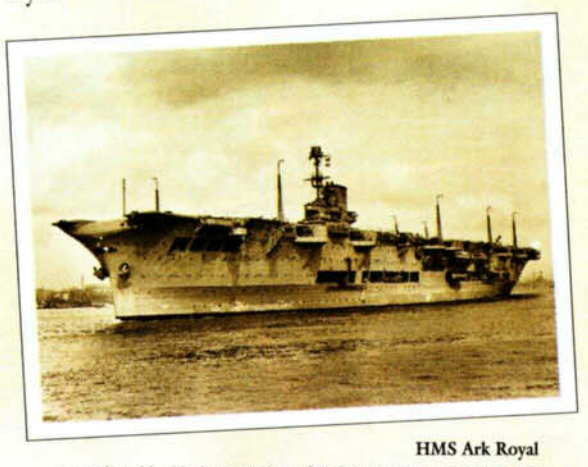
Water resistant to 50 meters

In 1941, the escape of the Bismarck into the Atlantic could have spelled disaster for the convoys that were Britain's lifeblood. In a celebrated encounter, Swordfish torpedo bombers from the carrier HMS Ark Royal, which relied upon Sewills Chronometer 39403 for navigation, made the crucial hits that slowed down the German battleship and led to her sinking by the Royal Navy.

In honour of her momentous contribution, this superb Pilots Watch has been named 'Ark Royal'. Similar watches were issued to many senior military personnel and the design has now become a classic. Today you have the opportunity to acquire an authentic replica of this noble piece of British history - a timepiece of rare precision and style.

"My Ark Royal pilot watch is a good timekeeper and much admired, and the connection with my old ship gives me enormous pleasure".

Ex Naval fighter pilot
HMS Ark Royal,
later Captain and Admiral of
Flagship HMS Ark Royal



HMS Ark Royal
reproduced by kind permission of Wright & Logan, Portsmouth

Individually made to order using time-honoured Sewills standards, the 'Ark Royal' offers you old fashioned standards of excellence. It features a beautifully intricate 25 jewel movement, which you can observe in action, thanks to the screw down crystal back. The movement is housed in a polished solid stainless steel case, and features winding crown protection lugs.

Maker to the Admiralty

In keeping with its naval pedigree, the 'Ark Royal' watch is water resistant to 50 meters, and has large luminous numerals and hands to facilitate night reading. On a black leather strap, the watch comes with a handsome navy blue 'leather' presentation box. Truly a timepiece to be worn with pride, by admirers of military precision.



Only £27.50 per month

This superb timepiece is available on 10 INTEREST FREE instalments of £27.50 or £275.00 in full. Post the coupon or telephone us today.

Visit our web site: **www.sewills.com**

Case size: 1 ½" diameter (37mm)



AVAILABLE ONLY FROM SEWILLS

YOU NEED SEND NO MONEY NOW

To order your 'Ark Royal' Pilots Watch

CALL DIRECT ON FREEPHONE

0800 731 9997

Dept: TARV 2904

Lines open 8.30am - 5.00pm Mon - Fri and 10.00am - 4.00pm Sat and Sun

UNIQUE 10 YEAR GUARANTEE

7 DAY MONEY BACK WARRANTY

Or complete and return the coupon below to:

Sewills Sales, FREEPOST (LV 7185),
PO Box 251, Liverpool L69 3BR.

I wish to order my 'Ark Royal' Pilot Watch. I understand that **I need send no money now** and I wish to pay by 10 INTEREST FREE monthly instalments* of £27.50 ☐
I wish to pay in full £275.00 ☐ (+£5 Packing, Insurance & Delivery) TARV 2904

Mr/Mrs/Ms/Miss _____

Address _____

_____

_____ Postcode _____

*(By Direct Debit Subject to status) PLEASE PRINT CLEARLY

Signature _____

To help us facilitate delivery please ensure that you enter your telephone number

daytime _____ evening _____

You may return your 'Ark Royal' within 7 days of receipt for any reason and have full refund or replacement

Navy News
The Team Works
2001 Calendar

Team Work has always been what the Royal Navy is all about – and in today's highly sophisticated technical warships it matters just as much as it did in the days of sail.

Also, more than ever before, it means being able to work as a team in joint operations with the rest of our Armed Forces.

Our calendar features some of the people who help make sure The Team Works in 2001.

A collector's calendar of splendid colour pictures printed on fine grade paper, wire bound at the head and with high quality varnish cover.

Size approx:

37cm. x 28.5cm.

Price – £6.00 UK **£6.75** Surface Mail Abroad

***Please send your orders to:* The Business Manager, Navy News, HMS Nelson, Portsmouth, Hants PO1 3HH**

Cheques payable to Navy News to accompany orders. For orders outside the UK payment can be made by Cheque/International Money Order in £ Sterling and drawn on UK bank. Or for payment by Credit Card/Switch, UK & Abroad, please use the coupon on page 4.

Telephone: 023 9282 6040 Fax: 023 9283 0149 or order online at www.navynews.co.uk

PLEASE ALLOW 28 DAYS FOR DELIVERY

Naval Task Group 2000



● *MID Christopher Benarr.*

Young officer saves lives

A YOUNG Officer from HMS Cornwall was instrumental in the rescue of 15 fishermen whose boat had capsized.

MID Christopher Benarr spotted the shipwrecked men in the water and sparked a rescue operation which involved members of five different navies.

The men had been in the water for more than 24 hours, and had nearly been run down by a supertanker in the middle of the night.

The Commanding Officer of the frigate, Capt Tim McClement, said: "Christopher's actions were in the best traditions of the Service and rightly brought him praise."



● *Forming up: Ships of Naval Task Group 2000 approach Hong Kong. Leading the group is the French frigate FS Aconit, with HMS Newcastle (left) and Task Group lead ship HMS Cornwall, while RFA Fort Victoria follows astern.*

● *Familiar territory: The ceremonial guard in HMS Cornwall falls in as the Type 22 frigate enters Hong Kong in full Procedure Alpha.*



Global reach, local touch

SAILORS from the various ships of Naval Task Group 2000 have been seeing a different side of life during their latest port visits.

While destroyer HMS Newcastle has been in Vietnam (see below), group lead ship HMS Cornwall stopped off at Manila in the Philippines, where there was plenty of scope for making life a little easier for the less fortunate.

One group undertook work at the Mother Theresa orphanage, including painting, repairing sanitary facilities, replacing windows, scrubbing out showers and toilets and improving electrical safety.

Ten of the team then bought a rare treat for the children – 46 Happy Meals from McDonalds – and boosted the orphanage's meagre coffers with a whip-round of £95 from their own pockets.

Another group of 11 did repairs and painting at a home for disabled children, and again the volunteers clubbed together to donate cash – and even visited the local supermarket to buy a week's shopping for the children.

A third group, of medical and dental officers, provided care for the poor in a refuge.

During the three days, more than 400 adults and children were treated, most of them living on the streets or on rubbish tips.

The dental team extracted more than 200 teeth while the medics treated conditions ranging from scabies and tuberculosis to ear infections.

They also gave support to the families of victims of a rubbish mountain slide.

On the official side, the ship featured in a Defence Industry Day, showcasing British equipment and technology during a day at sea which was deemed a great success by the British Embassy in Manila.

The ship's rugby team also managed to squeeze in a match against the Manila Nomads, winning 43-10.

Sailors sign up to help Russian orphans

TASK group sailors have been lined up to help with an international charity project in Russia.

As *Navy News* went to press, personnel from HM ships Cornwall and Newcastle were due to be in Vladivostok, home Russia's Pacific Fleet, to help Mercy Corps run a programme for Russian orphans.

They are due to lend a hand with DIY tasks on one day, and welcome groups of children on board their ships the following day.

Allies stand side-by-side

THE FRENCH frigate FS Aconit has an important role to play in Naval Task Group 2000, and the unity of the group was reflected in a meeting on the La Fayette-class warship.

Five commanding officers from task group ships gathered to commemorate General Charles de Gaulle's Call to Free French in 1940.

The wartime predecessor of the current Aconit has a special place in French naval history.

A corvette, manned by Free French crewmen, she rammed and sank a U-boat in March 1943 at the height of the Atlantic campaign.

A second U-boat destroyed a nearby British warship, but met the same fate as her sister as Aconit rammed her, too, after which the French ship scoured the sea and picked up 25 survivors.

Aconit remains the only warship that can claim to have rammed and sunk two U-boats in one day.

The Commanding Officer of task group flagship HMS Cornwall, Capt Tim McClement, said: "We all owe a huge debt to our forbears for their great sacrifices and endeavours all those years ago.

"It is right and fitting that this important date is remembered by the French Navy, and I and my fellow British commanding officers are honoured and delighted to have been invited to share this special day with our fellow naval officers in FS Aconit."

As the commanding officers celebrated the occasion, their ships – the other three being HMS Sutherland, HMS Newcastle and RFA Fort Victoria – sailed in close proximity.

Ships visit port 50 miles inland

DESTROYER HMS Newcastle has squeezed 50 miles up the Saigon River to Ho Chi Minh City, becoming only the third Royal Navy warship to make the trip in 30 years.

Accompanied by the French ship FS Aconit, Newcastle successfully negotiated the narrow, winding river, only just over 100m wide at one point.

The Commanding Officer of Newcastle, Cdr Steve Pearson, made the customary round of calls to local officials, and laid a wreath in memory of former President Ho Chi Minh.

Cdr Pearson was also invited to start a charity fun run, organised by the British Consulate.

More than 1,000 people, aged between two and 70, ran to raise money for a local orphanage.

Six of the top ten finishers were from HMS Newcastle, and they donated their prizes to an auction which added to the charity fund.

Vietnam's top footballer, N'Chu, presented the ship with a signed football, and that too went into the auction, which raised around £1,000.

The ship also took time to mark the Queen Mother's 100th birthday with a cocktail party.

Among the tourist sites visited by the ship's company was the tunnel complex of Cu Chi, in a village 50 miles from Ho Chi Minh City, where around 200km of corridors dug out during the Vietnam War now form a museum and memorial for the conflict.

The two European ships met up again with HMS Cornwall and RFA Fort Victoria as they headed for Hong Kong, with visits to Russia, Japan and America still on the schedule before they return home at the end of the year.



● *In memory: The commanding officers of HMS Cornwall and FS Aconit lay wreaths at Stanley Military Cemetery in Hong Kong.*

The Great White Whale

1:1250th scale model reminder of Falklands Campaign



The Falklands Taskforce model of Canberra is hand cast in metal and meticulously hand painted, mounted on a wooden plaque with brass nameplate

Model measures 8" long and is mounted on a 11"x2" wooden plinth
Deduct £5.00 for waterline model
To order your model send your name, address and daytime telephone numberto:
Angela Bowler, Skytrex Ltd, Park House, 25 Park Road, Loughborough, Leics. LE11 3ED Tel: 01509 233298 Fax: 01509 210336
Email:skytrxltd@compuserve.com Please allow up to 28 days delivery

P&O PORTSMOUTH



WIN A 3 NIGHT MINICRUISE TO BILBAO

P&O Portsmouth has joined forces with The Navy News to offer you the chance to win a 3 night MiniCruise for 2 Adults and 2 children to Bilbao, on the P&O Portsmouth flagship, Pride of Bilbao. The prize includes a four berth inside cabin.
Our MiniCruise departs on Saturdays and Tuesdays at 20.00hrs throughout the year and returns on Mondays and Thursdays at 12.30hrs. Once onboard, why not sample the delights of our Les Routiers' approved restaurants. Try your luck in our casino or while away the hours luxuriating in our swimming pool & sauna. As the sun sets, dance the night away with our resident cabaret in the Galax Bar to the sounds of the 60's. Once in Bilbao you have up to 4 hours to discover this wonderful city.

To enter this amazing competition, simply answer the question below:

Name two facilities onboard Pride of Bilbao?

1:..... 2:.....

Send your entry with your name and address to: Navy News, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH
– All entries must be received by 30th September 2000 –

Crossings are subject to concessionary availability. Meals and drinks will be charged accordingly. During November departures are only available on Saturdays. P&O Portsmouth Terms and Conditions apply, copies of which are available in France and Spain 2000 brochure. All times stated are local and correct at the time of going to press. Book and travel up until 19 December 2000, this date is final and cannot be extended. Relatives and employees of Navy News are ineligible.

NEWSVIEW

Shoddy language – there just ain't no excuse for it

Few people – not this writer, for sure – would disagree with WO(CT) Flanagan (Letters, page 6) over his claim that our language is being steadily infected with American management-speak and psychobabble.

It is worth noting, though, that as the anglophile best-selling travel writer Bill Bryson observes in his scholarly and endlessly entertaining study of American language and culture 'Made in America' (Black Swan £7.99) quite a lot of it isn't. Made in America, that is.

In fact, many so-called Americanisms are pure English in origin – even if they have fallen out of use in England itself.

This applies to quite a few military terms, too – while some words and phrases we fondly assume to be home grown were actually born in the USA.

The word *conscript* (noun and verb) I had always thought originated with the introduction of conscription into the British Forces in World War I. Yet apparently it was first used by the Americans in the War of 1812.

For some reason I supposed *shoddy* was an English description of any item or practice of inferior quality. But no – *shoddy* was a manufacturing process employing recycled woollen fibres and used to make standard uniforms (which quickly fell apart) for Union forces in the American Civil War.

Having, in my youth, read the phrase *'Kilroy was here'* on countless pub loo walls, I supposed Kilroy to be a true Brit. No-one knows who he was, really – but he was most likely American.

Possibly James J. Kilroy, an inspector of military equipment in Quincy, Mass. who chalked his name on countless crates of kit that were then dispatched far and wide. Or he may have been one Sgt Francis Kilroy of the US Army Air Transport Command, who had the same opportunity.

On the other hand, the words to *'Yankee Doodle Dandy'*, the famous song of the American Revolution, were probably penned by a Briton. The most popular tune of the day, it was sung by both sides, each lampooning the other with alternative lyrics. But the best-known version strongly suggests British authorship:

Yankee Doodle came to town,
Riding on a pony,
Stuck a feather in his cap
And called it macaroni

Macaroni does not denote pasta here, but a slang term for a dandy or fop. And the "feather" may have meant a piece of paper colonial soldiers, who often had no uniforms, stuck in their caps so they could distinguish each other in combat.

Wars often didn't get their final names until long after they had been concluded. The American Revolution itself was originally styled the *War for Independence* or the *War with Britain*. Mr Flanagan prefers *Second World War* to *World War II* – the latter being *Navy News* style, partly because it takes up less space.

In this instance World War II *was* a term commonly applied at the time (World War I, for obvious reasons, not being so-called until much later and known in the interim as the *Great War*).

But Roosevelt called the 1939-45 (or in his case 1941-45) conflict the *War for Survival* and later the *Tyrants War*. For the Russians it was the *Great Patriotic War*. In 1945 it was the US Secretary of War Henry L. Stimson who opted for World War II – and his choice was formally adopted by President Truman.

Going off the military track now – but who cares? – how about these early Transatlantic phrases we have adopted as our own: *to make the fur fly* (1804); *to whitewash* (1808); *having an axe to grind* (1811); *to keep a stiff upper lip* (1815); *to fly off the handle* (1825); *to sit on the fence* (1828); *close shave* (1834); *hell-bent* (1835); *stool pigeon* (1836); *to have a chip on one's shoulder* (1840); *to pull the wool over one's eyes* (1842); *hold your horses* (1844); *beeline* (1845); *to stub one's toe* (1846); *to face the music* (1850); *to paddle one's own canoe* and *to keep one's shirt on* (1854); *to knock the spots off* and *stag party* (1856); *neither hide nor hair* (1857); *to knuckle down* (1864); *to go haywire* (1865); *con man* (1866); *to get in on the ground floor* (1872); and *to be out on a limb* (1897)?

So there you are – we can thank the Yanks for much of our present-day usage. And much of it may be said to have enriched our language, language being in any case a continuously evolving means of communication.

Lately, though, some of the phrases that have seeped into common military parlance exhibit an Orwellian Ministry of Truth-style cynicism we should eschew. We have *pacification* (meaning eradication), *sanitizing operation* (wholesale clearance) and *terminate with extreme prejudice* (political assassination). Most chilling of all is *ethnic cleansing* (localised genocide). This one is not down to the Americans, though – nor to the Bosnian Serbs, as is sometimes popularly supposed. It was coined by Russian observers and was first reported in English in the July 9, 1991 edition of *The Times*.



"Achtung! Swordfish!"

SHIP-TO-COME TYPE SHAPES UP FAST



● *Triton on trials in the Solent*

Vosper's double delivery

A PROTOTYPE warship has performed so well in initial proving trials that she will be handed over to the Ministry of Defence two months early.

The revolutionary trimaran RV Triton, built by Vosper Thornycroft, has been fitting out and conducting machinery trials in the Solent area – making sure she is seaworthy before the main body of scientific programmes can begin.

She was due to be handed over to the Defence Procurement Agency, and thence to DERA, the Defence Evaluation and Research Agency, at the end of August, two months ahead of the scheduled contractual date.

Triton, a 90-metre two-thirds scale version of a possible future frigate or destroyer, will now enter an intensive period of trials lasting more than a year.

Trimaran business manager Mrs Claire Burt said: "I have been to sea in her for a day, and it was wonderful. It's nice to get to sea after all these years of planning."

Mrs Burt said Triton would be based in Portsmouth throughout her trials, but after work up and crew-familiarisation this month the ship will be operating in a number of areas as she is tested for stability, seakeeping, Naval operations and speed, among other things.

One of the trials will be a dry-docking in Rosyth, to ensure that she is tested in any situation likely to be encountered by a warship.

Triton is expected to cross the Atlantic next summer so that the US Navy can take a close look at her, and she will then return to her home base in time for the International Festival of the Sea in August.



● *HMS Ramsey is handed over at Portsmouth*

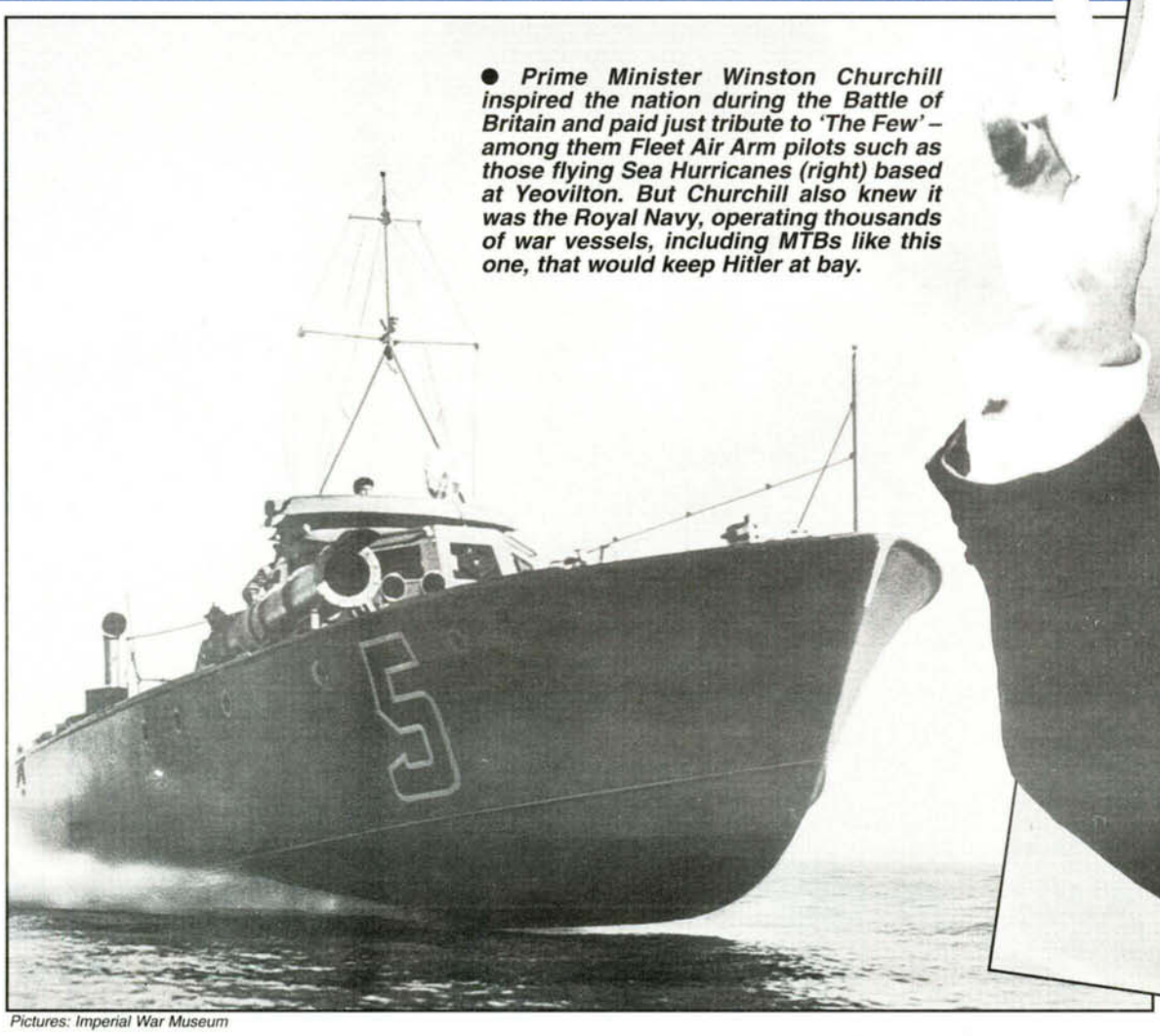
It is thought that the Ministry of Defence trials programme will be completed by early 2002, at which point she should become available for general-purpose trials.

Meanwhile Vosper has handed over its latest Sandown-class minehunter, HMS Ramsey, at a ceremony in Portsmouth Naval Base.

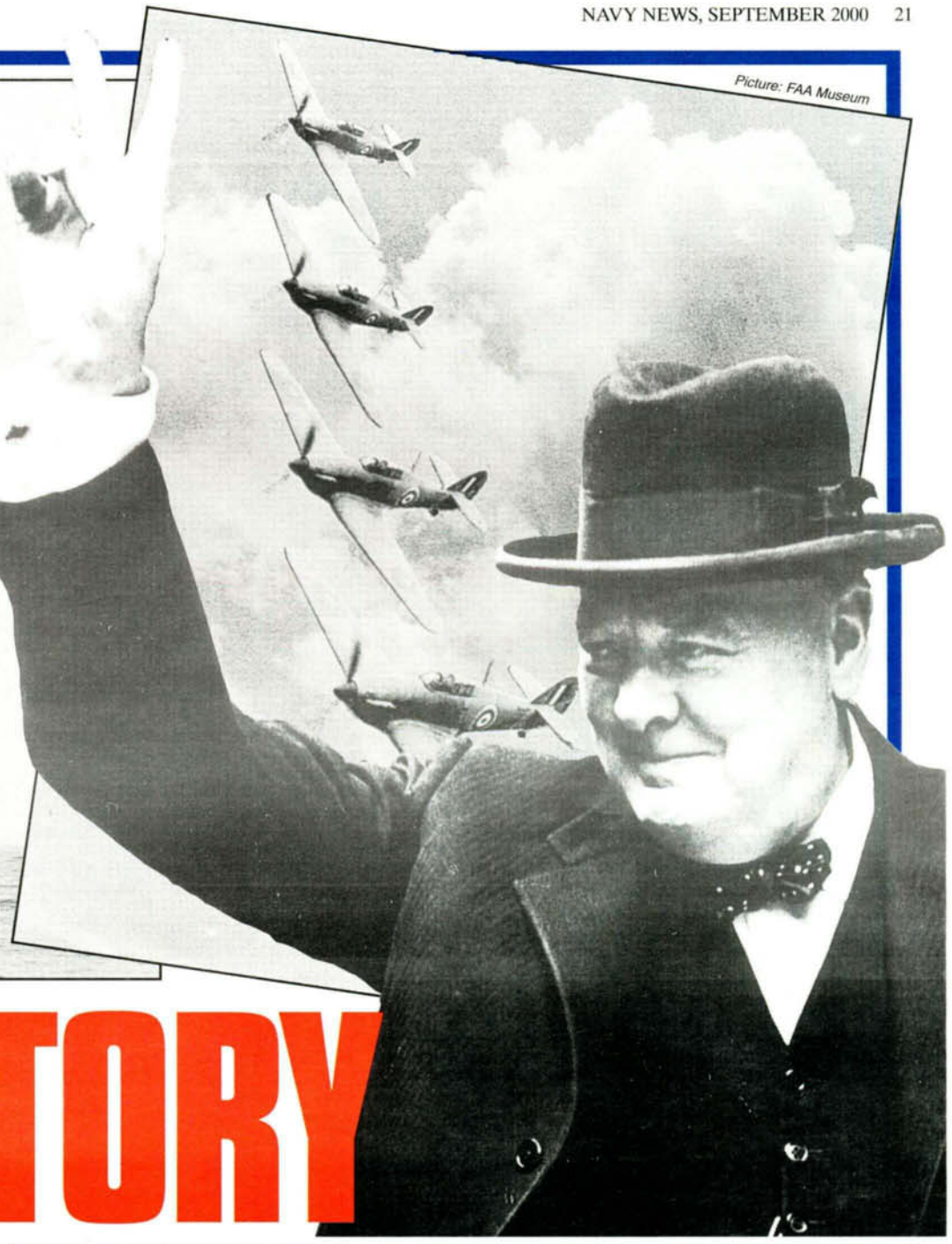
The last RN ship to be launched in the last Millennium, HMS Ramsey is the tenth of 12 in the class, all to be built by VT, the programme continuing until late next year.

At the same time, another VT Sandown, HMS Bangor was commissioned into the Fleet.

She was launched in April last year by Mrs Lisa Spencer, wife of Second Sea Lord Vice Admiral Peter Spencer – who returned as guest of honour for the ceremony.



● *Prime Minister Winston Churchill inspired the nation during the Battle of Britain and paid just tribute to 'The Few' – among them Fleet Air Arm pilots such as those flying Sea Hurricanes (right) based at Yeovilton. But Churchill also knew it was the Royal Navy, operating thousands of war vessels, including MTBs like this one, that would keep Hitler at bay.*



Picture: FAA Museum

Pictures: Imperial War Museum

NAVAL VICTORY IN THE BATTLE OF BRITAIN

***SIXTY** years after it was fought, the Battle of Britain remains controversial. In this country it is seen as a life-or-death struggle which blocked Hitler's planned invasion; in Germany, it was reported recently that some of the Luftwaffe airmen who took part were dismissing it as an unimportant series of actions. And there is still debate as to when it started, when it finished, and whether it was as great a victory as all that. Much of the debate has, however, tended to ignore the central role of the Royal Navy in making any Nazi invasion of Britain impracticable. In the following centre pages,* **Cdr David Hobbs** *seeks to put the record straight and argues that the battle was won at sea largely before it had begun . . .*



●*Cdr David Hobbs MBE, RN (retd) is Curator of the Fleet Air Arm Museum.*

MERCHANT NAVY

THE MERCHANT NAVY HOTEL



Reproduced by kind permission of P&O

Wine, Dine and Stay in Comfort at

YOUR OWN PORT OF CALL IN LONDON

Experience Our High Standard of Service And Fine Cuisine

Open to all serving seafarers and their dependant families. Ex-Seafarers with more than 5 years service may apply for free Honorary Membership.



19-21 Lancaster Gate, London W2 3LN

Close to the West End of London and Paddington Station with its fast connection to Heathrow

TEL: 020 7723 8831 FAX: 020 7723 4702

E-MAIL: reservations@mnhotel.org.uk

'In Britain we understo thoroughly . . . it was which enabled us to r invasion with a steady

FOLLOWING lightning successes in the West the German war machine took time to digest the fall of France, and Hitler's Directive 16 – which ordered the planning for an assault on Britain – was not promulgated until July 16, weeks after the last British soldier had been evacuated from the Continent.

In hindsight, it was a naive document which failed to take account of the crippling losses of surface ships suffered by the German Navy in the Norwegian campaign. It ordered the Army to land on a broad front from Ramsgate to west of the Isle of Wight, with the Luftwaffe doing the work of the artillery, and the Navy the work of the engineers.

Five conditions would have to precede the invasion: the RAF had to be eliminated, the Channel routes cleared of mines, both flanks of the crossing had to be heavily mined to keep British warships away, heavy guns on the French coast were to "dominate the areas", and the British Home and Mediterranean Fleets were to be "pinned down".

Over two million tons of shipping were required to land the 300,000 men, and their equipment, that the Army assessed it needed for the invasion. But after a year of blockade by the Royal Navy, Germany simply did not have that amount of shipping.

It is to the planners' credit that they managed to gather 750,000 tons of merchant vessels and barges to carry a reduced force across the Channel – but they lacked the warships to defend it. By mid-1940 the operational German fleet amounted to four cruisers, eight destroyers and 26 U-boats.

The assembly of the merchant vessels in ports far away from their normal tasks had a crippling effect on German industry. The fleet could not be held in waiting indefinitely.

By July 21, Grand Admiral Raeder, C-in-C of the German Navy, had to admit to Hitler that he could not protect the crossing against interception by British warships.

Meanwhile, the Germans' shore-based, long-range guns had failed to dominate the proposed area of operations – in fact, British guns at Dover had more success in returning fire. And attempts to sweep the British mines were defeated by the Royal Navy's control of the Channel right up to the enemy's coast.

Every night hundreds – out of a total force of close to 1,000 – patrol vessels searched the Channel backed by destroyers. Further destroyers withdrawn from the Western Approaches stood ready to reinforce them. Cruisers moved south from the Home Fleet and, from August, the battleship HMS Revenge waited at Plymouth.

Any claim that German aircraft could stop the warships from annihilating a German invasion fleet does not stand up to examination since the Luftwaffe was unable to stop British warships and even the 'little ships' from withdrawing the British Army from Dunkirk in daylight.

The German invasion force was not ready until September and by then much of the crossing would have to be carried out at night when German aircraft could hardly find British warships, let alone attack them. At no time in 1940 did German aircraft prevent British convoys from passing through the Straits of Dover.

As a further example, in May 1941 British destroyers utterly defeated German attempts to land troops in Crete by sea, despite the casualties suffered by air attack. Neither did unopposed air attack prevent the Royal Navy from withdrawing Commonwealth troops from the island when it fell to parachute troops.

Throughout the period referred to as the Battle of Britain, the RN maintained in the threatened area one battleship, five cruisers, 45 destroyers and about 1,000 MTBs, patrol craft, minesweepers and trawlers. Within hours they could be reinforced by the Home Fleet and the balance of the destroyers in the Western Approaches Command based at Plymouth.

In modern terms, the Germans needed 'battlefield dominance' to defeat Britain in the autumn of 1940. To reach Britain, that battlefield included the English Channel which was dominated by the world's most powerful navy.

Germany did not and could not have battlefield dominance. Hitler had been defeated, as so many had been before, on the shore of continental Europe by the Royal Navy.

Yet Germany saw herself on the brink of victory. Poland, Norway, Denmark, Holland, Belgium and France had all succumbed only days or weeks after being attacked. The withdrawal of the British Expeditionary Force from France marked, through Nazi eyes, the end of Britain's ability to resist, and it seemed probable to Hitler that we would consider our position and sue for peace.

That we did not was due to a number of factors – the confidence inspired by Churchill's speeches, public acceptance of the 'rightness' of our stand, the loyal support of the Dominions – and the confidence, too, of the Navy to control the sea approaches, and the growing confidence in the RAF to limit the enemy's ability to bombard from the air.

Viewed against that background, the Luftwaffe's switch from attacks on military targets to attacks on London and other cities can be seen not as an arrogant mistake, but as attempts to terrorise and increase the possibility of civil unrest.

With the passage of time, the Battle of Britain has come to be thought of as an air battle. I find this sad, as it detracts from the vital parts played by so many others in the Nation's defence.

Air operations were of vital importance, however, and a number of key roles were undertaken by the Fleet Air Arm. These included the land-based fighter defence of the fleet anchorage at Scapa Flow by 804 and 808 Naval Air Squadrons, under the control of Fighter Command, since the RAF had insufficient squadrons for the task.

Swordfish of 812, 818 and 825 Squadrons, with Albacores of 826 and 829 Squadrons, were attached to Coastal Command and operated from RAF stations.

They carried out a wide variety of duties, many of which had not been foreseen when the crews were trained. They included minelaying in enemy harbours – known as "gardening", convoy escort, anti-submarine patrols, coastal reconnaissance, bombardment spotting for warships engaging shore targets, night bombing raids on enemy targets, dive-bombing of German vehicles and other land targets, attacks on E-boats and other light naval craft, photo-reconnaissance and reinforcement of the Navy's anti-invasion security patrols.

Other squadrons were, for short periods, attached to Bomber Command and were used to bomb invasion shipping concentrated at Brest.

In addition to the squadrons attached to Fighter, Coastal and Bomber Commands, the RAF narrative *Air Defence of Great Britain* states that the Admiralty lent 58 pilots for use in RAF squadrons as replacement aircrew.

They earned no small distinction and gained a number of aerial victories. Eighteen of them were killed in action, a higher percentage than almost any other identifiable group within Fighter Command.

Total Naval air losses were 35 aircraft and 65 personnel, but the RN's aircraft destroyed or damaged a wide variety of enemy installations. Over 300 mines were dropped, Naval fighters shot down four enemy aircraft and damaged three others – while an Albacore biplane managed to destroy a Messerschmitt 109 with rear gunfire.

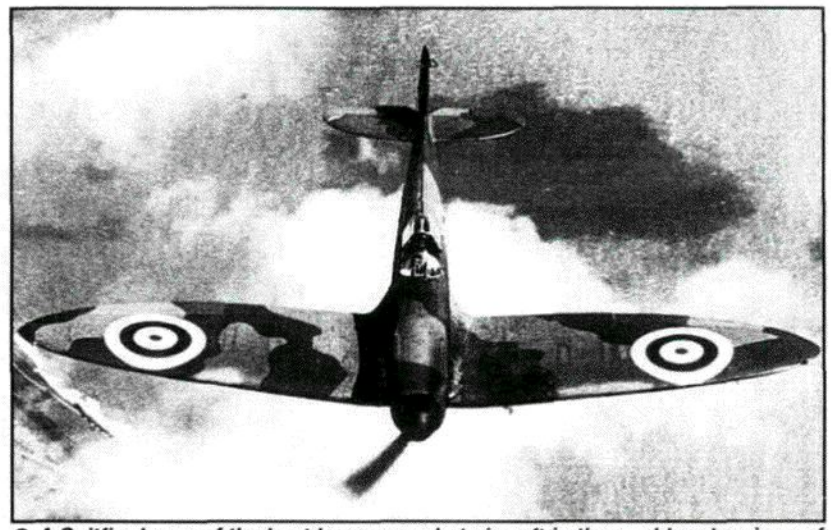
The whole nation can take credit for not cracking under the heaviest air bombardment ever mounted up to that time. Arguably, Britain became the first 'Nation at War', wherein everyone was in the front line. Civilians went about their business with courage and dignity, defeating German attempts to force Britain into a political surrender as surely as the Armed Forces defeated German attempts to subdue Britain by force.

The Army, despite losing much of its equipment in France, maintained a field force in being sufficiently large to oblige the Germans to land in strength, compounding the problem of seaborne invasion.

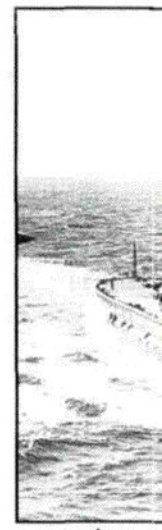
The RAF, by continuing to oppose the Luftwaffe, inflicted the first defeat on a force that had, until then, gained a reputation for invincibility. It became clear that air power alone could not defeat an opponent, but that the air formed an indispensable part of joint military operations.

The Navy, still the largest in the world, stood ready to defeat any attempt at seaborne invasion. Its ability to do so was manifest – so much so that the attempt was never made.

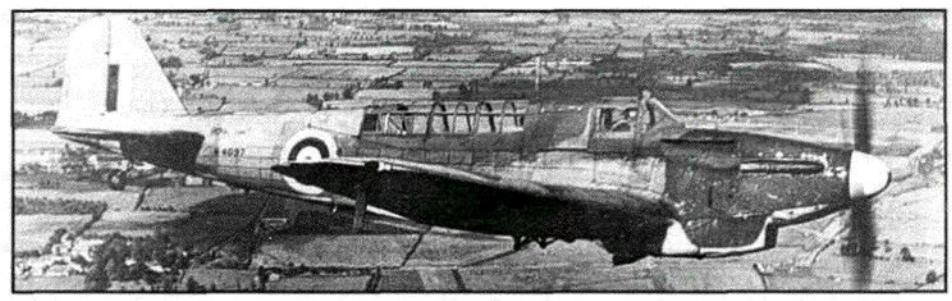
In his history of the Second World War, Churchill got to the heart of the matter: "In Britain, whatever our shortcomings, we understood the sea affair very thoroughly . . . it was this, above all things, which enabled us to regard the menace of invasion with a steady gaze."



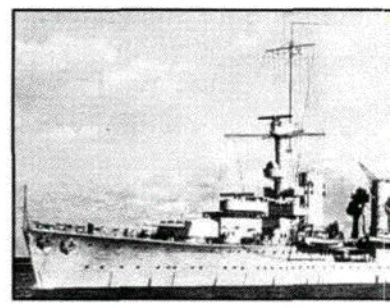
● *A Spitfire I, one of the best known combat aircraft in the world and an icon of the Battle of Britain . . .*



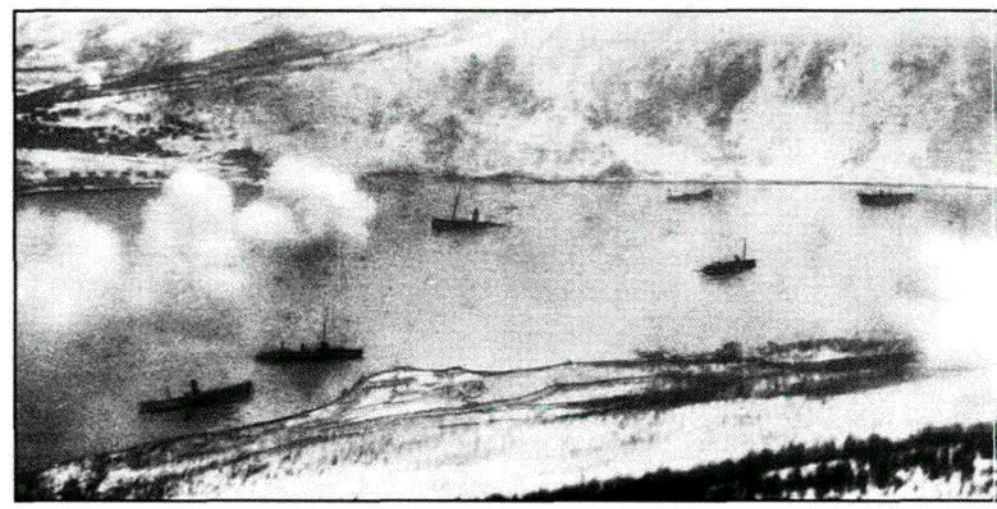
. . . and a mu 1,000 war ves







● *LEFT: Grand Admiral Raeder, Hitl confers with Army C-in-C, Field Brauchitsch. Raeder could not musti for the 300,000-man invasion force th – since the war had started, too man out of action, such as the wrecked pictured from a Fleet Air Arm aircr The Norwegian campaign had also c of his surface warships, sunk or da the cruiser Koenigsburg (above), de Skua dive-bombers off Bergen.*



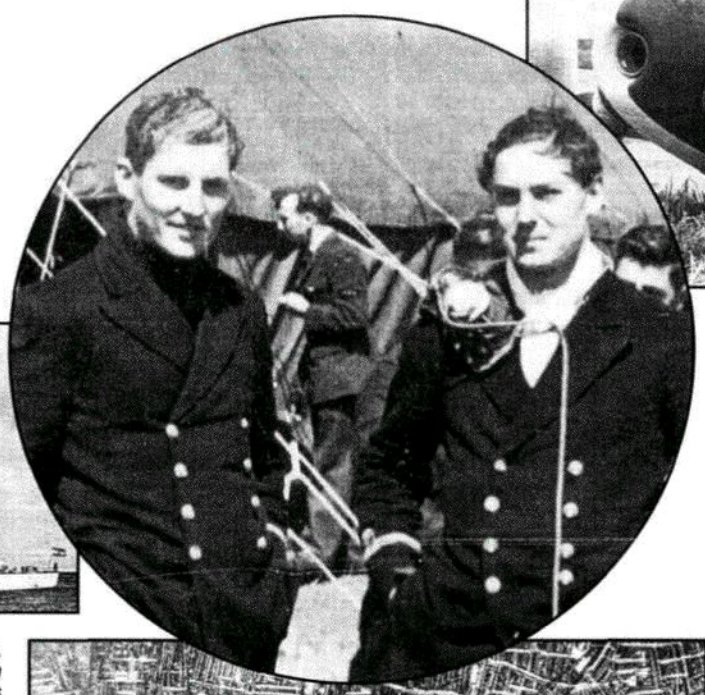
ood the sea affair very s this above all things regard the menace of y gaze' – Winston Churchill



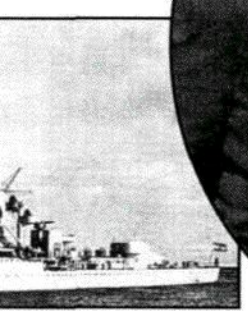
ch less familiar image – the battleship HMS Revenge, largest of sels immediately available to counter any invasion. Pictures: IWM



● This Messerschmitt 109 was brought down by fire from a Lewis gun during the battle – an extremely rare way to go for one of the most feared fighter aircraft in the world. Luckily for the crew of one Fairey Albacore torpedo bomber (like the one below) they managed to bring down an attacking 109 by fire from the rear cockpit.



LEFT: A Fleet ir Arm Fairey ulmar – with ea Gladiators ey were used protect the lome Fleet's ase at Scapa low.





● LEFT: Fleet Air Arm ace S/Lt Dickie Cork (left) with his fellow pilot in 19 Squadron RAF, S/Lt Arthur Giles Blake, pictured during the Battle of Britain. Blake died in the battle, while Cork went on to become the FAA's second highest scoring ace, achieving 13.5 'kills' before he, too, was killed – not in action but in a flying accident in Ceylon in 1944. In all, 58 Royal Navy pilots were lent to the RAF to bolster their strength during the battle. Picture: FAA Museum

er's Navy chief, l Marshal von er enough ships e Army required ny had been put vessels (below) aft over Narvik. ost Raeder most maged, such as stroyed by FAA Pictures: IWM





● A Heinkel 111 bomber over London's East End – the switch from military targets to raids on the capital was an attempt to create civil unrest and capitulation through terror bombing. Picture: IWM



● Naval personnel training on Spitfires with No 7 Operational Training Unit at RAF Hawarden in 1940. Excluding the RAF personnel, they are (back row l-r) – S/Lts D. M. Jeram, A. G. Blake, R. J. Cork, Mid P. J. Patterson and S/Lt F. Dawson-Paul. Front row: S/Lts I. H. Kestin, K. G. Bramah, R. E. Gardner and Mid M. A. Birrell. Picture: FAA Museum

Vanguard in with a chance – even versus Yamato



● *HMS Vanguard in 1953 – she was much superior to HMS King George V, and the increased sheer forward made her much dryer than previous British battleships.*

BECAUSE of her "second-hand" guns (taken from *Courageous* and *Glorious*) HMS Vanguard is sometimes seen as a second-rate ship.

Not so, says distinguished Naval architect David K. Brown in his latest study of warship design, **Nelson to Vanguard** (Chatham £35):

"She was much superior to *King George V*; compared with *Iowa*, her 15in shells should have had little difficulty in penetrating the thin belt of inferior armour. On the other hand, the heavy US shells would have caused much damage. Much would depend on who got the first hits; *Vanguard* could range to 36,500 yds and it is unlikely that Iowa could hit at greater ranges.

"I would even have given her a good chance against the much larger *Yamato*."

For a large part of the period covered by this book (1923-45) Sir Stanley Goodall, RCNC was responsible for British warship design.

Director of Naval Construction from 1936, he took this duty very seriously – in signing the building drawings he took personal responsibility for success or failure – and in 1943 agreed to stay on past the age of 60 as Assistant Controller (Warship Production).

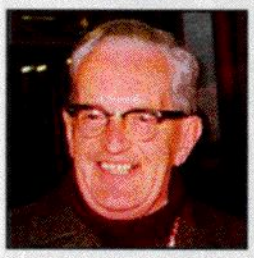
When he died in 1965, Goodall left his diaries to the British Museum, later becoming part of the British Library.

Brown has drawn heavily on these – a particularly valuable feature of them being that every six months Goodall set objectives for the next six months and reviewed his success or failure over the preceding period – and, as usual, provides a highly-detailed survey of a significant era in warship development enlivened with a wealth of anecdote and intriguing asides.

There is, for example, the matter of the rolling trials carried out in HMS Nubian in 1939, which involved the ship's company running backwards and forwards across platforms erected either side of the after funnel.

"The trial gave valuable information on the efficacy of bilge keels and on the accuracy of model tests. Half a century later I had them re-analysed and used to check the accuracy of modern computer estimates – man power won!"

Cdr Victor Cox



CDR VICTOR Cox, who for the past 15 years ran the *Talking Navy News* for the blind, has died at 78.

At a memorial service held in HMS Warrior, the 1860 ironclad warship preserved at Portsmouth in which he served as a volunteer guide during the same period, Editor Jim Allaway paid tribute to his efforts on behalf of the many hundreds of blind ex-RN people to whom he provided a tape-recorded digest of the paper – and pledged that this service would continue.

Gallipoli — graveyard of many reputations

SINCE 1985 the Gallipoli Memorial Lecture at Holy Trinity Church, Eltham has been given by a succession of distinguished speakers – including Sir Edward Heath, the Duke of Edinburgh and Enoch Powell.

To mark the last in the series, they have been published together as **The Straits of War** (Sutton £20) with an introduction by Sir Martin Gilbert.

Last year it fell toAdmiral of the Fleet Sir Julian Oswald to speak on the naval aspects of the notorious 1915 campaign – it was, he noted, the first major modern amphibious campaign as well as being "the first that did not depend to some extent on the wind for getting there!"

"Because Gallipoli was the first it was, understandably, the one in which a lot of mistakes were made – recognising and learning from these has done much to help us achieve success in, for example, Normandy and the Falkland Islands."

Admiral Oswald lays much of the blame for its failure on the War Council presided over by Prime Minister Asquith.

"They should have demonstrated supreme strategic grip. They should have curbed the amateur enthusiasm of Churchill and modified the brooding opposition and grudging acquiescence of Kitchener. They did neither. Amazingly, they did not even meet between 19 March and 14 May, 1915, an absolutely crucial period.

"In 1911 (Churchill) said, 'It is no longer possible to force the Dardanelles and nobody would expose a modern fleet to such peril.'

"He had probably seen a very thorough 1906 analysis by the Director of Naval Intelligence and the General Staff, which concluded that – 'A naval (only) raid would be dangerous and ineffective'.

"But by 1915 his enthusiasm had totally reversed his earlier judgement and his almost paranoid anti-Turk feelings swept the War Council into accepting a naval-only attempt. In the event he didn't actually expose a *modern* fleet to this peril, but a largely very *ancient* one – which paid a terrible price.

"One cannot help wondering whether Churchill really appreciated that, at their narrowest point, the forts on the European and Asian sides are only 1,600 yards apart. Difficult to miss a battleship at 800 yards!"

Gallipoli also did Lord Jacky Fisher's, until then, outstanding reputation considerable harm. Many years before, when serving as C-in-C Mediterranean, he had considered the possible forcing of the Dardanelles "mighty hazardous".

"In early 1915 he was opposed to the enterprise because of his own pretty hare-brained scheme for a descent in the Baltic. 'Damn the Dardanelles, they will be our grave,' he wrote in a pretty prescient letter to Churchill.

"Cajoled by Churchill into the Dardanelles scheme, he gave lukewarm support, then got cold feet, resigned in a huff, hid in the Charing Cross Hotel and took flight to Scotland – a bizarre little story which would be quite funny were it not such a sad conclusion to a brilliant career."

Admiral Oswald reserves praise for the bravery, if not the effectiveness, of the spotter pilots (most were RNAS as Kitchener refused to deploy the RFC) and, in particular, for the RN and RAN submarines.

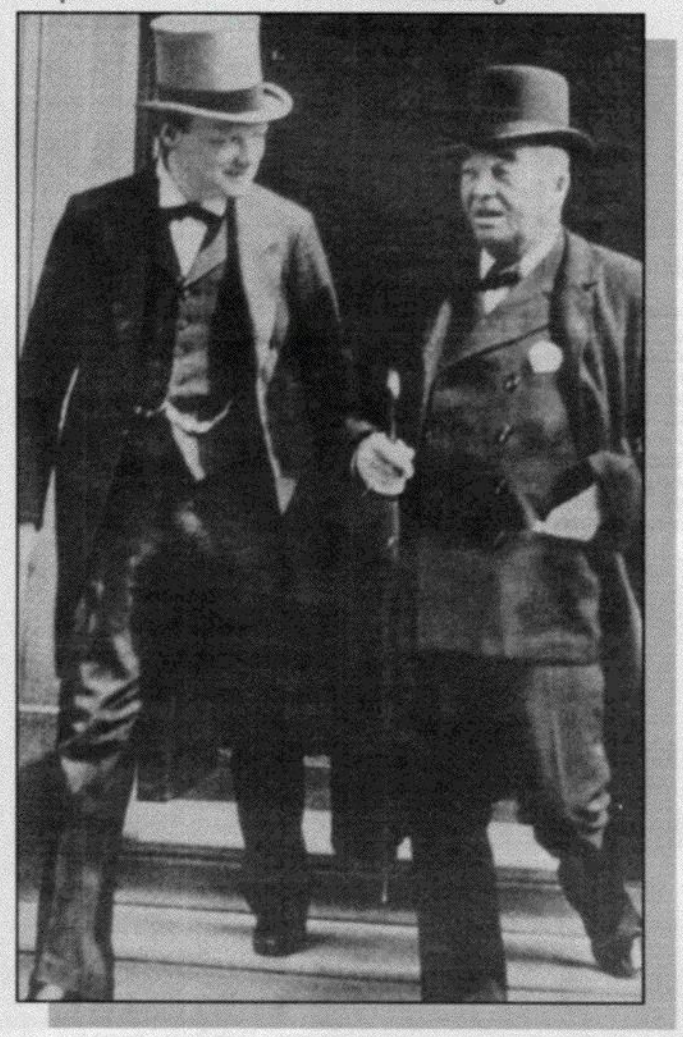
"Not only did they account for two Turkish battleships but, more importantly, they virtually brought to a halt Turkish re-supply of the peninsula by sea, forcing the Turks to use the much slower and more difficult land route.

"The conditions for these primitive early submersibles were exceptionally difficult, but the perseverance and courage of their crews is legendary, marred only by their own heavy losses.

"They represent one of the proudest and most successful aspects of the Dardanelles campaign and . . . this praise should certainly be shared with the German submarines and their crews who were also particularly valiant and very successful. One of the many difficulties for the naval command was that no anti-submarine capability really existed. ASDIC had not been invented and there were no depth charges.

"In brutal summary, the Navy at Gallipoli was in a classic Catch 22 situation. Naval forces had to destroy the shore batteries and sweep the mines. But the existence of each threat precluded dealing with the other.

"Only a totally different approach involving land forces as well was likely to succeed. This in turn failed because it was not pursued early enough or in a sufficiently vigorous or determined manner, great bravery and sacrifice notwithstanding."



● *Winston Churchill and Lord Fisher at Whitehall – the reputations of both suffered badly in the wake of the Gallipoli debacle*

Family treat?
Relax at China Fleet.
3-day mini breaks from £69 pp
Great value apartments and leisure facilities, including pool, fitness suite & health / beauty suite, in the centre of Devon and Cornwall. 180 acres of countryside on the banks of the river Tamar, only 5 miles from Plymouth.
China Fleet
For the best things in life
China Fleet Country Club, Saltash, near Plymouth, PL12 6LJ
Tel: (01752) 848668 Fax: (01752) 848456
E-mail: sales@china-fleet.co.uk Website: www.china-fleet.co.uk

At Your Leisure

Kenya's wars told in full

THE FIJI-class cruiser HMS Kenya had a long and distinguished career, seeing service in World War II and the Korean War before being placed in reserve in 1958 and scrapped in 1962.

In 1991 Brian Crabb inherited his father Percival's remarkable photographic collection. From this and from his memories of the stories he told him, he began to build a complete history of the ship, now published as **In Harm's Way** (Paul Watkins £19.95).

First major event in her life was the pursuit of the Bismarck. During her convoy work she sank two enemy ships before joining in the clandestine raid on Vaagso, Norway – the operation known as "the Perfect Raid".

During the winter of 1941/42 she endured the hardships of the Russian convoys and in the famous Malta convoy Operation Pedestal she sustained major damage to her bows.

During the Korean War, she carried out 19 offensive patrols, steamed 63,117 miles and fired 3,386 6-inch, 2,242 4-inch and 14,240 40mm shells at the enemy, all with observed fire, destroying shore batteries, barracks, war factories, ammunition and supply dumps, pill boxes, entrenched positions and 15 mines.

She also rescued ten carrier-borne pilots who had been forced to ditch in the Yellow Sea.

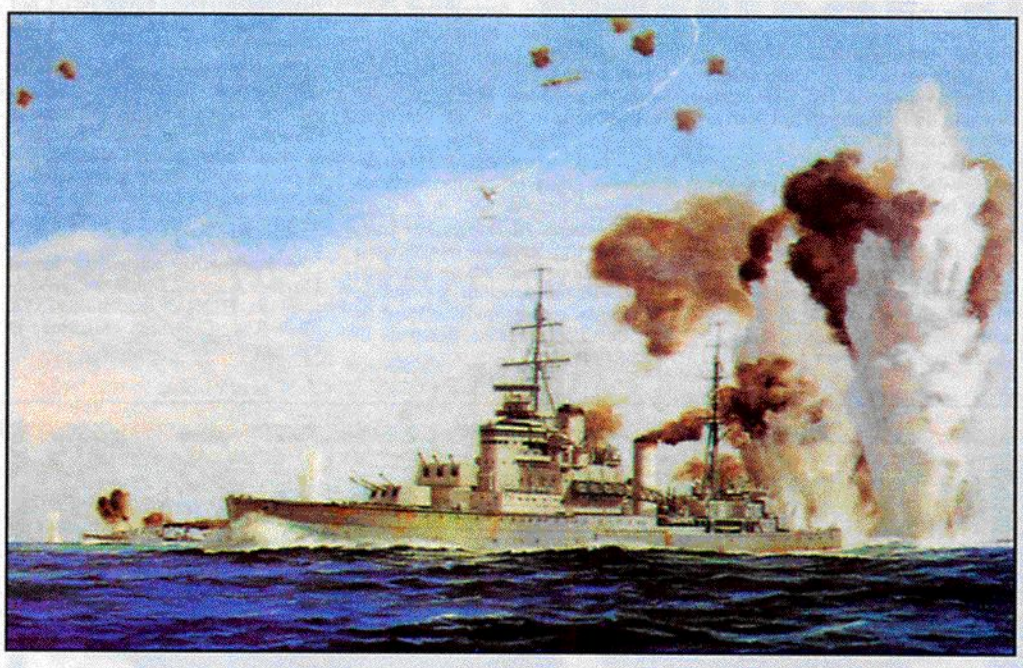
● ***The front cover picture painted by Bristol artist Robert Blackwell shows one of her lucky escapes while returning from Operation Pedestal in August 1942 – the author apologises for the fact that at this time HMS Kenya was painted pink!***



Falklands photo archive revealed

A GENERAL Purpose Machine Gun position at the beach-head, Port San Carlos – from The Royal Marines Commandos in the Falkland War (**Halsgrove £19.95)**

With supporting text by Andrew Lane, Curator of the Royal Marines Museum, the book contains over 240 photographs from the Museum's own unique collection, many previously unpublished, which show the crucial role of the Royal Marines Commandos in 1982.



DUNKIRK: THE INSIDE STORY

ONLY previously available for internal use at the Ministry of Defence, The Evacuation from Dunkirk: 'Operation Dynamo' 26 May – 4 June 1940', **the official Naval Staff History compiled just after the war, is now published by Frank Cass at £18.50 (pbk).**

In a preface, W.J.R. Gardner of the MOD's Naval Historical Branch, writes "Some 60 years after the event, it is time for less mythical and more factual material to become more clearly visible."

This account gives as clear a picture as it is possible to find of what actually happened at Dunkirk, pointing up in particular the deficiencies in organisation and communications. By contrast, as Mr Gardner observes, in 1944 German troops were cut off in the Crimea and the inability of the Germans to conduct naval operations sealed the fate of significant numbers of men.

ScreenScene – by Bob Baker

Virtually a perfect storm, really

ON HALLOWEEN 1991, three ferocious weather fronts crashed into one another near the Grand Banks. From a meteorologist's point of view, though from no-one else's, the result was **The Perfect Storm,** which is the title given to a book and now a movie about the various crises and catastrophes of that night.

Part of what we see on screen is absolutely real. Last year's Hurricane Floyd – the one described as "the size of Texas" – brewed up while the film was in production, a coincidence exploited to the full by the picture-makers.

Contrariwise, some of the most spectacular moments are completely artificial, with computer graphics simulating those towering, shifting walls of water. And a third sort of reality is reflected in the scenes shot in the indoor tank at Warner Bros studio.

It must be said that even the technically unsophisticated should have little trouble working out what procedure or combination of procedures is being applied in any given shot. Ideally, though, such considerations will be susbsidiary to the drama of the thing, as we cut back and forth between the disabled yacht, the battered fishing boat, the hard-pressed rescue helicopter and the fretful folk on shore.

Acting-wise, it's an ensemble piece, and although superstar George Clooney is involved, his role is no more prominent than half a dozen others. The picture allows itself about 30 minutes of scene-setting, in which we're introduced to Cap'n Clooney and his crew of lovers and losers, to the weather forecaster frowning over his charts, and so on.

After that the storm sets in, with over an hour's worth of blinding lightning flashes, ceaseless lurching motion and shrieking Force 12 sound effects augmented by a pounding James Horner score.

Mariners will of course take it all in their stride, but for land lubbers the film is likely to constitute the best argument for staying on terra firma since Steven Spielberg put the wind up everyone with his killer shark.

A hundred years ago the Prime Minister Lord Salisbury stated his guiding principle: "Since whatever happens will invariably be for the worst, it is important to ensure that as little happens as possible." It's a maxim applicable to many areas besides foreign policy, and the makers of **High Fidelity** certainly seem to have taken it to heart.

The hero Rob (John Cusack) gets up, goes to work (in a second-hand record shop), goes home . . . In between, he reminisces ruefully about his disaster-strewn love life, indulges his passion for list-making ("Top five all-time best records about death") and worries whether Laura, his current disaster, has really left him for good. And that's about it, except for a few brief swirls and eddies plot-wise, to allow for an eventual happy ending.

The fun is all in the observation and the anecdotes, which include Rob's encounter with a dream girl (Catherine Zeta Jones) who's beautiful to look at but aggravating to talk to; and with a smug, pseudo-sensitive "conflict counsellor" (Tim Robbins) whose pony-tail is, by itself, an argument for the return of capital punishment. Nick Hornby's novel was set in London, this adaption is set in Chicago – such is the movie business these days.

HAVE YOU WRITTEN A BOOK?

We are an exclusive independent publishing company currently seeking to extend our lists.
Write with details of your book to:
TMC (N), Whitworth Hall, Spennymoor, County Durham, DL16 7QX
Tel: 01388 768973
Fax: 01388 768974

This Month's Book Bargains
CAMERA AT SEA (Mercer) Supeb photo history of the RN Photographic Branch Was £27.50 Now £13.50
THE SECRET WAR FOR THE FALKLANDS (West) The truth about the conflict revealed for the first time Was £8.99 Now £6.99
PERISCOPE PATROL (Turner) Submarine Operations from Malta 1941 Was £14.50 Now £7.50
ALL OUR PRICES INCLUDE UK & BFPO POSTAGE
OVERSEAS ADD 10%
MARITIME BOOKS
Lodge Hill, Liskeard PL14 4EL
Tel: 01579 343663 Fax: 01579 346747
Send for our latest catalogue or look up our bagain books and videos on the web at:
www.navybooks.com

PUBLISH YOUR BOOK
With
The Pentland Press
Edinburgh Cambridge Durham USA
Established publisher welcomes books in all subjects.
Write for details or send your manuscript to:
Pentland Press (NN), 1 Hutton Close, South Church, Durham DL14 6XG
Tel: 01388 776555 Fax: 01388 776766

New Photo's from Old!
Scratched * Ripped * Faded
Using a computerised process, we can invisibly repair your cherished photographs without damaging your original image.
Repairs from: £19.99
Enlargements from: £6.00
Quantom Imaging
Freepost TW2077 (no stamp req)
PO Box 84, Egham
Surrey, TW20 8BR
TEL: 0800 073 0973
www.quantom-imaging.co.uk

NAVAL AND MARITIME BOOKS BOUGHT AND SOLD
LARGE STOCKS - MONTHLY CATALOGUES
SHOP OPEN 10-4 (SATURDAY 10-1)
SEND FOR FREE CATALOGUE
Frank Smith Maritime Books, 98/100 Heaton Road., Newcastle Upon Tyne, NE6 5HL.
Telephone: 0191 265 6333

GET YOUR BOOK PUBLISHED
Have you or your family a story you wish to share? Let BDP produce it. Our specialist publishing service will ensure the highest professional standards.
Contact us for further information or send us your manuscript.
Bernard Durnford Publishing
The Old Museum, Bramber, West Sussex, BN44 3WE. United Kingdom
Tel: 01903 816677 Fax: 01903 816655

NAVAL-MARITIME BOOKS
Our free monthly catalogues always offer an interesting and non-repetitive selection from our large stock of secondhand books on all aspects of Naval, Mercantile & Seafaring Activities.
GERALD LEE MARITIME BOOKS
PO Box 7 St Leonards-on-Sea, East Sussex. TN38 8WX
Tel/Fax: 01424 853006

HP BOOKFINDERS: Established professional service locating out of print titles on all subjects. No obligation or SAE required. Contact: Mosslaird, Brig O' Turk, Callander, FK17 8HT Telephone/Fax: (01877) 376377 martin@hp-bookfinders.co.uk

To reach a huge reading audience... Advertise here!
Ring Debbie Stirman on 023 9272 5062

ADMIRALTY SHIPS BADGES
ORIGINAL PATTERNS
1919-1994
now with addendum
1995-1998
A two-volume work in hardback with 8-page addendum. Full colour printing of over 1720 approved Pattern badges for H.M. Ships, Shore Establishments and R.F.A's together with a brief text for every badge, full index and glossary of heraldic terms. £54 inc. p.p. UK. Available from maritime bookshops or from:
STONE FRIGATE
17, Allington Drive, Strood, Kent. ME2 3SR
Tel. **01634-711167** for further information

BOOKFINDING SERVICE.
Out-of-Print titles. Naval books and all other subjects. Barlow Moor Books, 29 Churchwood Road, Didsbury, Manchester M20 6TZ.
www.barlowmoor.dial.pipex.com
Telephone: 0161 434 5073
Fax: 0161 448 2491

"HMS. GANGES (The final farewell) . . video. Ideal birthday /surprise present. Documentary includes all aspects of GANGES before demolition. One tear-jerking hour of nostalgia, produced by JOHN DOUGLAS author H.M.S. GANGES (Roll on my dozen!) & H.M.S GANGES (Tales of the T.R.O.G.'S.) S.A.E. details Douglas Hse, Penmarth Redruth. Cornwall TR16 6NX



TIGER, LION & BLAKE
1942~1986
The Navy's Last Cruisers
Thirteen chapters of highly readable text tell the story of the Royal Navy's last big-gun cruisers from the laying down of the hulls to their arrival at the breaker's yard. The text is enlivened by memories from those who served in the ships and there are over 110 black & white and seven colour photographs. Foreword by Rear-Admiral Michael Stacey CB, *Tiger's* commanding officer 1973-1975. Hardback, with full colour laminated dust jacket.
Price £21.50 plus p&p ISBN 1 901225 03 8
Also Still Available:
HMS EAGLE 1942~1978 (Hardback) £18.95 plus p&p (newly reprinted)
HMS VICTORIOUS 1937~1969 (Hardback) £21.00 plus p&p
HMS CENTAUR 1943~1972 (Hardback) £16.95 plus p&p
THREE ARK ROYALS 1938~1999 (Hardback) £23.00 plus p&p
Please add £2.50 p&p for the UK & EU or £4.00 for worldwide surface mail. Payment by sterling cheque, postal order, or by VISA/MASTERCARD. Telephone/Fax orders welcomed.
From **FAN PUBLICATIONS**, 17 Wymans Lane, Cheltenham, Glos GL51 9QA.
Tel/Fax 01242 580290, or order from good bookshops. Allow 21 days for delivery.

Take command of your career

PREPARATION and planning helps to ensure that Royal Marines are ready to face the many demands which are placed on them throughout their time in the Corps.

But the same approach is not always adopted by individuals when it comes to planning their career, with many men spending too much time in the rank of Royal Marine before thinking seriously about the opportunities which are open to them.

If you are a serving Marine there are three areas which should be considered when planning a career path - promotion prospects, qualifications and job satisfaction in both short and long term.

With a known period of 22 years to achieve a career, it makes sense that the longer a man remains a Marine the less time he will have available as a Warrant Officer.

When this happens it's usually through lack of foresight or advice, not applying early enough to become a candidate for promotion, not meeting the minimum educational requirements to be a candidate, or by remaining convinced that his promotion aspirations can be fully realised by remaining within the General Duties (GD) Branch.

Recruits passing out from training normally join the GD Branch and are employed in 3 Commando Brigade for their first tour unless they have volunteered for specialist training under the DSS scheme.

The GD Branch is known as the nil SQ (specialisation) branch as GD Marines require no additional specialist training to undertake their duties.

The expertise required for most GD billets is achieved on Command Courses or by attending short training courses in order to achieve additional qualifications (adquals) prior to being drafted.

It is possible to have a career in the GD branch but personnel must be aware that as they do not undertake specialist training they will be unable to achieve A or B scale pay at Corporal or Sergeant.

The specialist branches of the Corps rely on GD Marines to volunteer for specialist training in order to maintain the branch manning levels.

Men who volunteer to specialise will be required to give a return of service, normally two years, after which they will have the option to continue in the branch, return to the GD branch, or elect to undertake further specialist training. Marines will normally only be allowed to relinquish their SQ/TQ once a relief has been identified and trained.

To plan a career, start at the top (such as WO2) and work back, identifying the jobs that are best suited and prepare you for your career goal.

For example, men in the GD branch should plan for three jobs or drafts as a Cpl, three as a Sgt, one at CSgt and, if qualified, one or two at WO2.

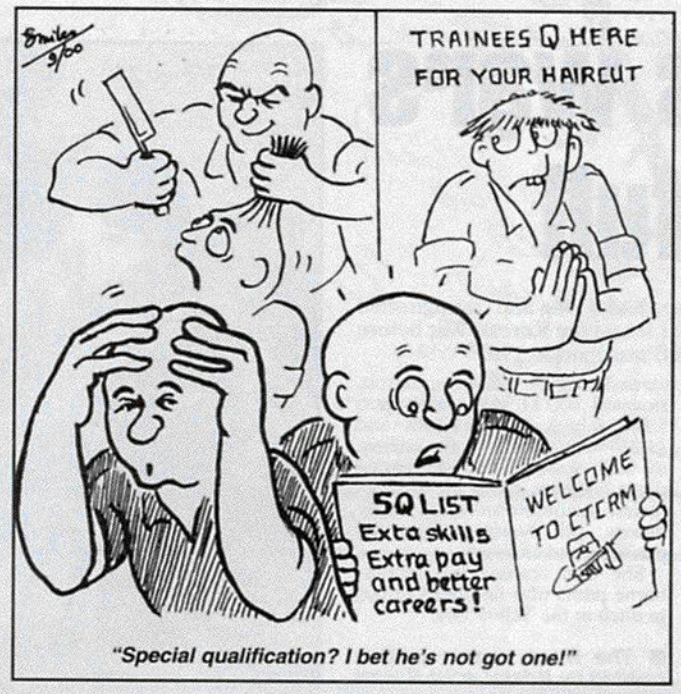
Keep in mind time left to serve, as you need a minimum of two years service remaining for substantive promotion to the next rank. This principle applies to any of the specialisations.

There are four distinct career paths in the GD Branch:

Section Commander/Troop Sergeant/Military Instructor.

This career path is best suited to those who have aspirations to become WO1(RSM) or for those who prefer to serve within 3 Commando Brigade.

At JNCO level, the branch has section commander billets in every commando unit. At SNCO level the selection is limited but does include several RN and Army attachments where employment is as a Royal Marines Military Instructor.



"Special qualification? I bet he's not got one!"

Intelligence/NBCD/Security.

The GD branch is responsible for the manning of most of the intelligence and NBCD specialised billets throughout the Corps, although some are specially selected billets and will see GD candidates in direct competition with all other branches.

These jobs are suited to the man who works well under pressure using his own initiative to get the job done.

Good instructional technique and a confident briefing manner are essential for this line of work and ideally suited to those who work well in small groups. This career path is perfect preparation for future employment in one of the Area Security Teams.

Accounting (Stores/Money)

GD Billets which require accounting skills without being a specialist Stores Accountant (SA) or clerical skills without being a Clerk, such as a ration storeman, Central bank SNCO and Sergeant and Officers Mess Managers, exist in most units in the Royal Marines.

These billets are best suited to those ranks of impeccable character who enjoy office life without being desk bound.

Advantages of this career path include the civilian recognised qualifications that can be achieved as well as the excellent grounding for future employment in one of the Royal Marines Service over 22 Years billets.

Situations vacant

VOLUNTEERS are sought for the following jobs:

MEM 1 for HMS Hurworth. A sea-going billet in a Portsmouth-based Hunt-class MCMV. MEMOC required, from March for 30 months.

MEM 1 for HMS Ledbury. A sea-going billet in a Portsmouth-based Hunt-class MCMV. MEMOC required, from March for 30 months.

MEM 1 for HMS Shetland. A sea-going billet in a Portsmouth-based Island-class fishery protection vessel. MEMOC required, from March for 21 months.

Miscellaneous

There are several billets that do not fit into any other grouping. They include such diverse occupations as Provost staff, Movements SNCOs and Corps Yacht skipper, where individual skills as opposed to specific SQ/TQ skills are required.

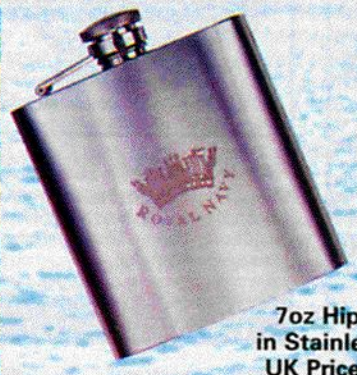
Branches currently experiencing manning shortfalls include Platoon Weapons (PW), Stores Accountant, (SA) Clerk (C), Chef (K), Vehicle Mechanic (VM) and Driver (D).

The PW2 course is open to substantive JNCOs or Mnes who are qualified as candidates and have at least one 'B' grade RORRS report. Each of these branches offers the opportunity to gain some civilian accredited qualifications and above average promotion prospects.

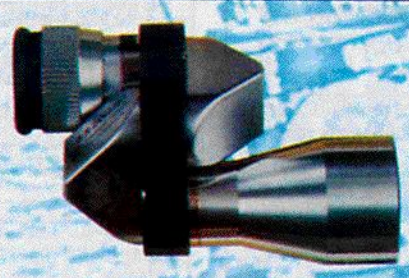
❑ For further advice the Royal Marines Careers Manager is available on HQRM extension 7532. The RM Courses Helpline is extension 7534.

the Collection

A World of Gifts With a Nautical Flavour



7oz Hip Flask
in Stainless Steel
UK Price £17.99
Overseas Price £18.74



8x Magnification Monocular
UK Price £31.99
Overseas Price £32.74



Navy Blue Sweatshirt
(Med/Lge & XLge)
UK Price £19.95
Overseas Price £20.70



52"x9" White Ensign Scarf
UK Price £12.99
Overseas Price £13.49



Navy Blue Baseball Cap
with Suede Peak
UK Price £9.50
Overseas Price £9.99



Club Tie (White Enigns)
UK Price £12.25
Overseas Price £12.75
Clip On Tie
UK Price £13.25
Overseas Price £13.75

© CROWN COPYRIGHT/MOD
Reproduced with the permission of the Controller of HMSO

"Bakkus"
Flask & Cigar Tubes
UK Price £32.99
Overseas Price £33.74



Mini Razor Set
UK Price £7.99
Overseas Price £8.74





Casual Tie
(White Ensigns
cascading on
a Navy Blue
Background)
UK Price £12.25
Overseas Price £12.75
Clip On Tie
UK Price £13.25
Overseas Price £13.75



Black Baseball Cap
UK Price £4.75
Overseas Price £5.25

To order any item on this page write to or telephone:-
The Business Manager (JS09/00), Navy News,
HMS Nelson, Portsmouth, PO1 3HH Telephone: 02392 733558
or buy online at www.navynews.co.uk

Cheques payable to Navy News to accompany orders. For orders outside the UK payment can be made by Cheque/International Money Order in £ Sterling and drawn on UK bank or for payment by credit card/switch, UK & Abroad, please use the coupon on page 4.

Please allow 28 days for delivery.

The weather machine

***A spot of fog, ladies and gentlemen? Or how about a nice storm? Darkest night or daylight? Portsmouth or Devonport?* MIKE GRAY reports on how the Navy has mastered time and tide at HMS Dryad.**

AS OUR frigate slipped past HMS Victory, led by a minehunter and giving a giant ferry a wide berth, the weather was perfect.

The sun glinted off HMS Warrior, but by the time we passed The Hard a couple of minutes later, night had fallen, and a confusion of navigation lights twinkled in the Solent.

In another minute or so, as the warship passed through the mouth of Portsmouth Harbour, it was daylight again – though within seconds a fog had descended, so thick that you could not see the bow.

Seconds later and the fog burned away, but the calm, blue sea suddenly kicked up into an angry swell that made me grasp for a handhold, even though the bridge was completely stable.

The Navigating Officer's nightmare? Well, yes – but officially known as the Amethyst bridge simulator at the Navigation Department, School of Maritime Operations, HMS Dryad.

Amethyst's staff avoid the temptation to pile on the misery – although putting their customers through the wringer has its compensations, as the bridge team of HMS Illustrious discovered.

"She was going down to do operational sea training," said Lt Cdr Harry Cook, Staff Officer Amethyst Bridge Simulator.

"They tested themselves here by taking her into Devonport on the limit of conditions to see how it felt.

"When they got down there for real, it was exactly on the limit, and they actually found that it was marginally easier to do in real life than they had found in Amethyst."

The value of Amethyst to the Navy is in treading the very fine line between placing trainees under too much stress in what is a learning process, and allowing the artificiality of the situation to detract from what is a vital element of career development.

Standing on the bridge – a slightly scaled-down version of a Type 23 frigate, featuring standard RN layout and equipment – participants have a 270-degree view of uncannily-accurate representations of the British coast, including Faslane, Portsmouth and Devonport.

Ahead they can see anything from the gun of a frigate to the flight deck of an aircraft carrier. Amethyst can also mimic two classes of submarine and a Fort Victoria-class Royal Fleet Auxiliary.

Each representation has its own true-to-life handling and engine characteristics, so that controlling a carrier in a 30 knot gusting cross-wind is decidedly trickier than driving a frigate in a light breeze.

The simulator's hydraulics can provide up to five degrees of pitch and roll, which, when added to the 15 degrees of visual movement, has induced the odd bout of seasickness.

What is perhaps more disturbing is when the physical movement is shut off, and you stand in a storm-tossed ship, battered by a raging sea, yet all is perfectly still on the bridge. If only they could do that for real ...

Having survived four seasons in one day, we ran through a departure from South Railway Jetty. Although the whole thing runs on microchips, students behave as if their lives depended on it – as one day they could.

Of course, with so many spanners of different sizes to throw into the works, the wise student would not bet against the ship's rudder jamming just as they hit midstream, or compass failure, or a man overboard.

Even though Amethyst is several years old, Lt Cdr Cook believes few systems have better visuals, or can add such a degree of tension in a tricky situation.

So if you bring your virtual destroyer alongside the jetty too hard, it will roll slightly as the hull makes contact.

There is also, as at sea, the risk that an incorrect decision will lead to potential disaster. But just as trainee airline pilots can familiarise themselves with the feel of an aircraft on a simulator before handling the real thing, so Amethyst is a more forgiving introduction to vital skills which will soon be put into practice.

As an example, we were steaming up the Solent in our Type 22 frigate and drew alongside an RFA to replenish at sea (RAS).

The serial over, Lt Cdr Cook fired up the gas turbines and the frigate peeled away. As three "stealth Harriers" swooped overhead in eery silence, a T-class submarine carried out an emergency surfacing just ahead to port.

'Had a trainee hit the submarine, the bridge would have lurched to the hollow, grating sound of metal on metal.'

With the cry of "brace, brace, brace" ringing out, we swung hard to starboard and avoided the collision – but we knew the boat was about to appear.

Had a trainee been caught out and hit the submarine, the bridge would have lurched to the hollow, grating sound of metal on metal.

At sea it would have been the disastrous death-knell of a Naval career, but at Dryad it amounted to a just black mark in a ledger.

Again, to ensure that students do not treat the facility lightly, or regard it as a hi-tech game machine, deliberate collisions do not happen, and accidental ones are rare enough. Any manoeuvre which runs counter to Navy practice can be replayed for trainees.

The culprit even gets a chance to sweat it out from the "victim's" point of view. Cut across the bows of a big merchantman, and the perpetrator can relive the embarrassment in an action replay from the other ship's bridge.

Amethyst provides consistency through control of the environment, ensuring standards are maintained, said Lt Cdr Cook.

"The beauty of this is we can train to task. We can go in and out of Portsmouth all day without sailors being closed up and without the risk to shipping," he said, "and because we are not weather-dependent, we can maintain a training timetable.

"Using Amethyst also reinforces other aspects than just helm and engines, like use of tugs, rate of speeding up and slowing down.

"It's better to do it here than with a £180 million warship. We can add things which look dangerous – and if they look dangerous, they probably are.

"A lot of what we do is bread and butter pilotage, but we can also do tactical exercises using other assets, which is critical in terms of cost-effectiveness.

"It also means we can do the pilotage, then go straight into a serial without time-consuming transits."

As officers leave the simulator, the walls of the building bear vivid reminders of the art of navigating.

Restored charts donated by Vice Admiral Peter Berger – who qualified from Dryad in 1949 as a lieutenant – were used in HMS Amethyst's escape from the Yangtse more than 50 years ago.

Bloodstains are clearly visible, and on one sheet can be seen the pencilled comment "Keep toward left bank" – rudimentary, compared to the hi-tech wizardry next door, but a perfect example of how good training yields dividends.



● *Putting theory into practice: The virtual storms of the Amethyst bridge simulator have proved ideal preparation for the real thing, as experienced by Type 23 frigate HMS Argyll.*

Tram tunnel scheme tested

NAVIGATION training, seamanship, teamwork and light railway construction – all part of Amethyst's remit.

The simulator was seen as a potential moneyspinner, selling spare time to commercial organisations.

But Flag Officer Surface Flotilla now insists that ships conduct regular continuation training in Amethyst, and it fosters teamwork for ships out of build or refit, so spare capacity is limited, despite being available from 8am to 11pm, 47 weeks of the year.

So popular has it proved that a second facility is to open next year, named after HMS Consort, which came to the aid of HMS Amethyst on the Yangtse in 1949.

The Chief Admiralty Pilot has used the simulator to train for complex ship-handling manoeuvres using up to four tugs, and the RNR use it for training at weekends.

But one of its more unusual tasks was by civil engineers working on a project to link Portsmouth and Gosport by a light railway tunnel which could be built in a deep trench across the harbour, disrupting shipping.

Amethyst was used to conduct trials in which different types of ship attempted to transit a proposed tricky chicane, and the results have helped create a more practical solution.

'I would like to shorten my legs, please, sir'

Conversations on the Amethyst bridge simulator are routinely recorded to help with training – but occasionally the smoothness, efficiency and precision which exist on the bridge of a real warship can break down a little as students climb a steep learning curve.

Among the genuine comments and exchanges gathered from thousands of hours of use over more than three years are the following:

■ (Officer of the Watch) Minimum expected depth 2.9 metres, sir. *(Staff Captain) 2.9 metres? What are we? HMS Pedalo?*

❒ **I would like to shorten my legs, please, sir.**

■ My waters are slack today, sir.

❒ **Captain, sir, navigator – I can't go on. *Why ever not, Navigator?* I seem to have forgotten the rest of my charts, sir.**

■ I am crabbing up my leg, sir.

❒ **Half ahead both engines; set revelations, er, relations, er, *revolutions* 20**

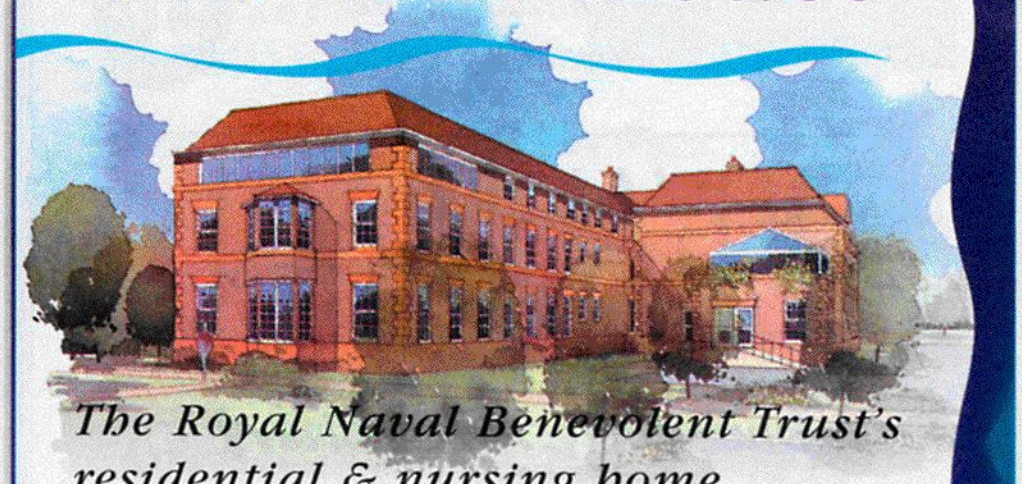
■ Sorry, sir, my assessment was garbage.

❒ **I can't see the pier, sir. *See that thing on piles sticking out into the water?* Yes, sir. *That's the pier.***

■ Sir, after the chart change I assess we are two miles inland.

❒ **I am holding myself to port. I would like to alter course to starboard and shoot up my leg.**

Pembroke House



The Royal Naval Benevolent Trust's residential & nursing home

A fine, newly modernised home near Chatham for former Sailors, Royal Marines, their wives and widows

Pembroke House offers the highest standards of care, first class accommodation, an extensive programme of activities and a very friendly atmosphere – all at a relatively modest cost. For further information please contact the General Manager, Pembroke House.

The RNBT also gives financial grants to serving and ex-serving RN ratings, RM other ranks and their dependants (the 'RNBT Family') to help them in a wide variety of circumstances. For advice and assistance please contact the Grants Secretary at RNBT Headquarters.

PEMBROKE HOUSE

General Manager, Pembroke House,
11 Oxford Road, Gillingham, Kent, ME7 4BS.
Tel: 01634 852431

RNBT HEADQUARTERS

The Royal Naval Benevolent Trust, Castaway House,
311 Twyford Avenue, Portsmouth, PO2 8PE.
Tel: 023 9266 0296
email: rnbt@rnbt.org.uk

THE ROYAL NAVAL BENEVOLENT TRUST
SUPPORTING THE 'RNBT FAMILY'

HQ launches its Christmas card collection

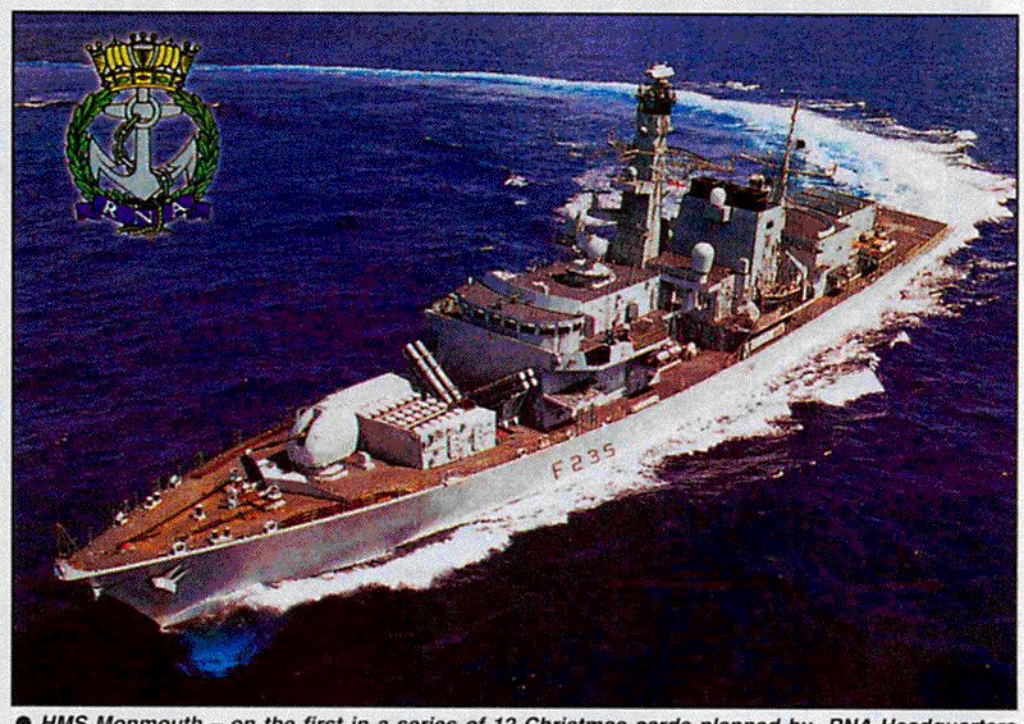
THE ROYAL Naval Association has issued the first in a series of 12 Christmas cards produced as collectors' items.

Each design, to be issued in turn over the next 12 Christmases will feature an outstanding picture of a Royal Navy ship. The first in the series, for this Christmas, is a photograph of the Type 23 frigate HMS Monmouth under helm, together with the badge of the RNA.

The Association has been encouraged by the 20,000 sales achieved last year when it sought to improve the quality and appeal of its festive cards by using a print of a painting of HMS Cavalier by marine artist Kenneth King.

An RNA spokesman told *Navy News*: "This year the National Council has chosen a card that very much shows the modern Royal Navy and is in keeping with the RNA's motto 'Once Navy Always Navy'." Looking further to the future, the design of the card for Christmas 2001 has already been chosen.

The cards are available at £3.50 for a pack of ten, the price including postage and packing within the UK and overseas. Purchasers should contact the RNA, 82 Chelsea Manor Street, London SW3 5QJ, tel 020 7352 6764 (fax 020 7352 7385) and e-mail – rna@netcomuk.co.uk



● *HMS Monmouth – on the first in a series of 12 Christmas cards planned by RNA Headquarters over the next 12 years.*

THE standards of the 10th Destroyer Flotilla Association have been laid up and presented to Devonport Naval Base Museum, along with a history of the flotilla and photographs of 72 of the association's members.

Around the Branches

Hanworth

Over 200 members and guests attended the branch's annual memorial service held in the clubhouse garden and conducted by the branch chaplain, the Rev Paul Williamson. Crosses were laid in the garden, prepared by Shipmate Dick Howard and his wife, Eileen. Later a social was held at the clubhouse.

Brecon

Branch president, Vice Admiral Sir Ewan Raikes and Lady Raikes hosted a luncheon party for the officers and their ladies of HMS Brecon during the ship's company's visit. The hospitality was returned that evening at a cocktail party on board, also attended by the Mayor of Brecon, local dignitaries and members of the branch.

Meanwhile, the branch chairman, Shipmate Peter James, entertained the Brecon guard contingent at one or two local hostelries.

The following day the ship's company exercised their right as honorary citizens by marching from the cathedral, the salute being taken by Admiral Raikes, accompanied by the Mayor, the Lord Lieutenant of Brecon (the Hon Mrs Shan Legge-Bourke), and the ship's Commanding Officer (Lt Anthony Rackham).

Dagenham

The honour of bearing the colours of the London Borough of Barking and Dagenham for the year 2000-01 has been awarded to the branch. The standard will be on display at several civic events, including Remembrance Day, with the branch standard.

The traditional gold, red and blue crest was accepted on behalf of the branch by the public relations officer, Shipmate Glen Spoor, at Dagenham Town Show.

York

The friendship forged between the branch and the ship's company of HMS York were renewed when the Type 42 destroyer exercised her right to the Freedom of her affiliated city.

Shipmates were royally entertained on board. At a special party given by the Commanding Officer, Cdr Paul Porter, for veterans of the branch, a bound copy of *Soldiers of the Sea*, a collection of World War II poetry by Shipmate Bernard Hallas, was presented on behalf of the branch. In turn the branch received the machine-polished base of a recently fired shell case.

Maldon

Dedication of the branch standard at St Mary's Church was well attended by shipmates from branches throughout No 5 Area. Standards on display included those from Chelmsford, Southend, Dengie, Colchester, Brentwood, Clacton, Rayleigh, Brightlingsea, the Royal British Legion and the RM Association.

The service was conducted by the branch chaplain, Fr Andrew McIntosh, and was attended by the Deputy Lord Lieutenant of Essex, the Mayor and local dignitaries. Sadly the branch chairman, Shipmate Jerry Hughes, crossed the bar before the dedication.

Redruth & Cambourne

The branch ran a very successful stall at Redruth's annual Murdock Day celebration, and hosted the Area conference opened by the Mayor of Redruth, Cllr L. Pascoe. He was welcomed by the president, Shipmate Ron Williams, and the chairman, shipmate John Bennets.

St Neots & District

Members mourn the death of Shipmate Roy Hastler, social secretary for 22 years and a life member. Roy was editor of the Area magazine *Bosun's Call* and was treasurer and a founder member of Biggleswade branch.

Due to his efforts, grants of £65,000 to the Sea Cadets and £209,000 for an ex-Servicemen's club were obtained from the National Lottery fund.

The branch's annual dinner-dance was attended by 110 shipmates and guests. The vice chairman, Shipmate Charlie Green, received life membership and Shipmate Maureen Mould was elected Shipmate of the Year, being the first associate woman member to receive the Betty Harrison Award.

While on honeymoon in South Africa, Shipmate Keith Ridley visited Natal branch and presented an RNA plaque.

Wansbeck & District

A nostalgic visit to the Clyde Naval Base was made by members of the branch with members of Blythe & Wansbeck branch of the Submariners Association. The visitors were overwhelmed by the hospitality and by the technological complexity of today's submarines.

On arrival they were treated to a cold buffet and 'Up Spirits' in the Junior Rates Mess before they toured the Trident submarine HMS Vengeance.

They were given a trip around the loch in a police launch and before leaving celebrated in the WOs and CPOs Mess.

Bude

Thanks to sponsorship by St Austell Brewery and 'gentle persuasion' by Shipmate Mick Doyle, the RBL Club steward, the branch has acquired its own rum tub. At the commissioning of the barrel there was no shortage of volunteers to taste its contents.

Offered for guest appearances, its first such booking was for the local Licensed Victuallers annual dinner.

Exmouth & Southend

Following frequent visits between members of Exmouth and Southend, the branches put the links on a more formal footing by twinning. The event was marked with the presentation of a plaque and an illuminated address.

Incorporated by the Royal Charter

THE ROYAL NAVAL ASSOCIATION

Patron: HER MAJESTY THE QUEEN

Once Navy, Always Navy

Reg. Char. 266982

The Royal Naval Association believes firmly that "welfare is not only money". It offers a broad range of support to people with a Royal Navy connection. We are 'all of one company' in helping the disabled, looking after the needy, cheering up the distressed, maintaining naval traditions, supporting naval cadets, enjoying social activities and re-uniting shipmates. The 500 branches in the UK and abroad offer an instant 'network' of local knowledge and opportunities to shipmates going to live in a new place or starting a new career.

The association is for all serving and former officers, men and women of the Royal Navy, Royal Marines, WRNS and QARNNS and their reserves.

For details of RNA membership, please complete the slip below.

NAME:.....

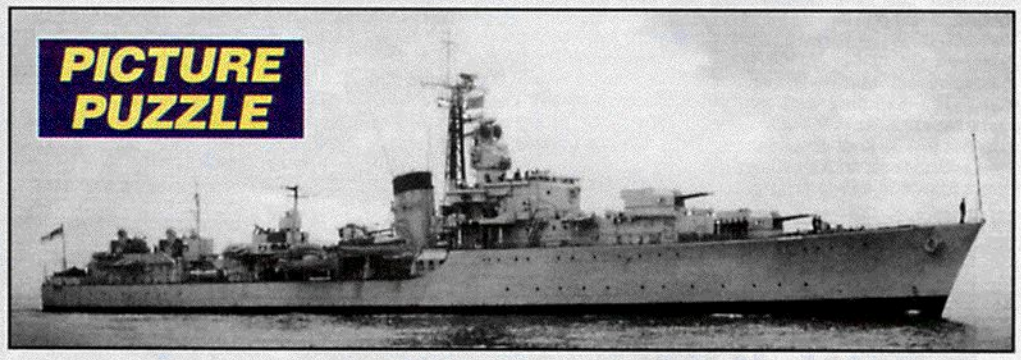
ADDRESS: .....

..... Postcode .....

SEND TO: ***THE GENERAL SECRETARY, ROYAL NAVAL ASSOCIATION***

82, CHELSEA MANOR STREET, LONDON. SW3 5QJ

PICTURE PUZZLE



WINNER OF our July competition was Mike Davey of Uttoxeter, Staffordshire. He collects £30 for correctly identifying HM submarine Orpheus.

Another £30 is offered for the correct name of this vessel. The winner's name will be picked at random from correct entries.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is October 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our November edition. The competition is not open to *Navy News* employees or their families.

MYSTERY PICTURE 67

Name .....

Address .....

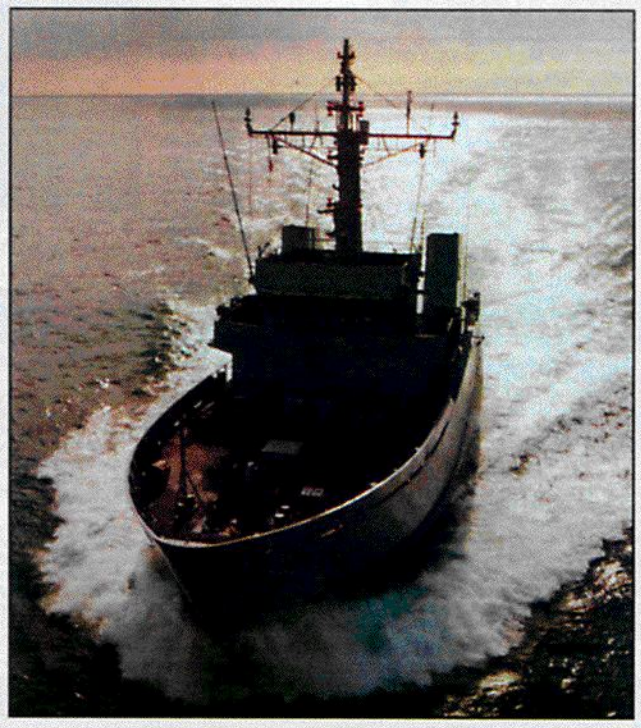
.....

.....

My answer .....

HMS Orwell's name will live on in Harwich





THIS PRESENTATION to Harwich branch of the RNA has ensured that HMS Orwell's 15-year links with the town will be remembered, although she has now decommissioned for sale.

Harwich branch of the RNA took custody of the ship's bell, nameboard and lifebuoy which were handed over by one of the vessel's officers, Lt Anna Jordan (on the right of the Harwich Evening Gazette picture above). They were presented to branch president, Shipmate Jim Gorham, trying on the lifebuoy for size, at a ceremony at the town's Guildhall.

Mr Gorham said it had not been decided what to do with the items, but they could find a permanent home in Harwich Maritime Museum. With him were the branch vice president, Shipmate Bill Gorham (left) and the chairman, Shipmate Eric Tyrrell.

Orwell (right) was originally one of 12 minesweepers built mainly to be manned by RNR personnel. Her sister-ships were sold off to other navies in the 1990s, and in 1994 Orwell became Britannia Royal Naval College's navigation training ship.

Her last visit to Harwich this year was marked by official and civic functions as well as farewell parties, attended by members of the RNA branch, ashore and on board. Shipmate Eddie Bennet was particularly sad to see the Orwell leave as he had served in her predecessor, a World War II destroyer.

Picture: Essex County Newspapers

Falklands cap tallies rescued from skip

A COLLECTION of Naval cap tallies, found in a builder's skip during renovations to the Globe Hotel on the Falkland Islands, have been mounted with an RNA crest for display among the branches of No 1 Area covering London.

The tallies were retrieved by Shipmate Norman Plumb, who now lives in the UK, and were presented to Capt Paddy Vincent RN (retd) when he visited the islands.

The collection includes tallies from HM ships Endurance, Alacrity, Fife, Andromeda, Herald and Exeter, all of which were involved in the Falklands War in 1982.

Shipmate Bob Fiddes, who keeps the flag flying in Port Stanley, is glad the collection now has a good home, and sends greetings to shipmates he has had the pleasure of meeting as they passed through the islands.

Disabled swimmer raises £500

A STROKE which robbed an ex-Navy chef of the use of an arm and leg, did not deter him from swimming 220 lengths to raise funds for Gifford House, Worthing, where he is a resident.

Shipmate John Flippance (49), a member of Worthing branch, raised £500 for the ex-Service people's home. His feat was performed in the home's hydrotherapy pool and his efforts were cheered on by the Mayor of Worthing, Cllr Brian Mcluskie, as well as fellow residents and branch shipmates.

In Brief

MEMBERS of Crawley and Horsham branches, with standards displayed, attended a Seafarers Sunday celebration, with their wives, at St Michael's Church, Lowfield Heath, near Gatwick. The service was conducted by the branch chaplain, the Rev Francis Pole, and Capt Gordon Kitney of the Church Army Missions to Seafarers.

BATTERSEA branch continues to flourish despite closure of its club 18 months ago. Members meet on the first Monday of each month at Balham United Services Club and welcome new recruits. They are also enthusiatic supporters of 'Double Seven' weekends.

SHIPMATE Joan Lowe of Glasgow branch was named an MBE in the Queen's Birthday Honours List.

UK VISITORS to Malta branch will be sad that its president, Shipmate Joe Vella, crossed the bar on July 7, aged 85. A founder member, he succeeded as president Shipmate John Conti Borda, who died last year.

The Tot is dead! Long live the Tot!



● *Marking the 30th anniversary of the end of the 'Tot' – the Royal Navy's rum ration – these members of Ramsgate branch held a special Tot ceremony with their shipmates in Isle of Thanet branch of the Royal Marines Association. In front of Sundowner – one of the surviving Dunkirk Little Ships – they set up a Pusser's rum tub at Ramsgate harbour. The commemoration was mainly to publicise the raffling on July 30 of a Pusser's ceramic rum decanter in aid of Pembroke House, the rest home run by the Royal Naval Benevolent Trust.*

Naval Quirks



THE ROYAL NAVY OF WWII ON VIDEO

NEW...PART 11...E.INDIES/BRITISH PACIFIC FLEETS... (2nd PHASE)... Trinco, Sydney, Manus, Sakishima etc. Making maximum use of all surviving RN archive film, including colour, this **2nd Phase** video continues the epic story of both these fleets. All other episodes still available. **Part 9 Op.Neptune** (D-Day period) **Part 8 Op.Torch. Part 7 Hazards of Russian Convoys. Part 6 Perilous Waters** (action in the Atlantic). **Part 5 Tragedy & Triumph** (Bat. of N.Cape) down to and incl. **Part 1 Battleships at War.** Each is 60 mins. Price **UK £21.90** post paid. Elsewhere add **£3.05.** For multiple orders large discount available. Full details of this & all programmes send **SAE.**

N.V.T.C. BECK HOUSE, ESCRICK, N.YORKS YO4 6JH (01904) 728239

SPECIALISTS IN PERSONAL INJURY AND MEDICAL NEGLIGENCE CLAIMS

Contact Elizabeth Caple

LEGAL AID FRANCHISE

JOHN HODGE & CO.
SOLICITORS

0117 929 2281

Immediate and FREE initial advice

Legal Aid • No Win-No Fee

Members of The Law Society Personal Injury and Medical Negligence Panels

FENECK'S
Established 1950'S

NAVAL & MILITARY TAILOR & OUTFITTER
We specialise in Uniform & Dress for most Services.
We pride ourselves on a quick Lacing & Medal Mounting Service.

We Stock :
MEDALS, WALL PLAQUES, REGIMENTAL TIES, CRAVATS, BLAZER BADGES, CUFF LINKS ETC.

We put our Clients First, Offering a Unique Quality Service at a Competitive Price.

Contact us at:-
140, Union Street, Plymouth PL1 3HL
Tel/Fax 01752 665763

NoticeBoard

Appointments

Capt R. D. Leaman to serve in the rank of Commodore as Director Corporate Communications (Navy). Dec. 14.

Capt C. J. Gass to be CO HMS Edinburgh and Captain Third Destroyer Squadron. Dec. 18.

Lt Cdr M. A. Hart to be CO HMS Middleton. Dec. 12.

Lt Cdr D. P. Reindorp to be CO HMS Shetland. July 24.

Points

THE FOLLOWQING shows the total points or basic dates of the ratings at the top of each roster for leading rate in August after issue of B13s.

Intermediate (Int) indicates that personnel have been advanced before they have obtained a basic date of two years. This means that personnel are advanced in basic date order. Dates shown against 'int' rosters are the basic dates of the top eligible personnel. The number following the points is the number advanced in August.

CCMEAML - Dry, Nil; **CCMEAEL** - Dry, Nil; **CCMEAMLSM** - Dry, Nil; **CCMEAELSM** - Dry, Nil; **CCWEAADC** - Int (28.7.00), 3; **CCWEAWDO** - Int (10.12.99), 2; **CCWEAADCSM** - Int (17.3.00), Nil; **CCWEAWDOSM** - Dry, 2; **CCWEASWSNAVSM** - Dry, 2; **CCWEASWSTECSM** - Dry, 1; **CCAEAM** - Dry, Nil; **CCAEAR** - Dry, Nil; **CCAEAWL** - 283 (1.1.97), Nil.

LS(EW) - Dry, Nil; **LS(M)** - Int (8.9.98), 3; **LS(R)** - Dry, Nil; **LS(S)** - Int (17.3.98), Nil; **LS(D)** - 697 (15.6.93), 4; **LS(MW)** - Int (2.5.00), Nil; **LS(SR)** - Int (13.7.99), Nil; **LRO** - Int (8.2.00), Nil; **LMEM(L)(GS)** - Int (14.9.99), 2; **LMEM(M)(GS)** - Int (27.1.99), 6; **LWEM(O)** - Int (25.9.99), Nil; **LWEM(R)(GS)** - Int (7.4.00), Nil; **LCH(GS)** - Int (9.7.98), 9; **LSTD(GS)** - 407 (19.10.95), 3; **LSA(GS)** - Int (28.4.99), 4; **LWTR(GS)** - 73 (26.11.97), 8; **LMA** - Int (12.1.99), 6; **LS(S)(SM)** - Int (11.4.00), Nil; **LS(TS)(SM)** - Int (26.2.99), Nil; **LRO(SM)** - Dry, Nil; **LMEM(L)(SM)** - Dry, Nil; **LMEM(M)(SM)** - Dry, Nil; **LWEM(R)(SM)** - 856 (3.3.92), Nil; **LSA(SM)** - Int (15.7.98), 1; **LWTR(SM)** - 184 (5.12.96), Nil; **LCH(SM)** - 776 (5.12.92), Nil; **LSTD(SM)** - 286 (20.6.96), 1; **LA(AH)** - 243 (22.5.96), 1; **LA(METOC)** - Int (2.2.99), Nil; **LA(SE)** - Int (4.6.98), Nil; **LAEM(M)** - 439 (9.2.95), 3; **LAEM(R)** - 562 (17.2.94), Nil; **LAEM(L)** - 353 (5.10.95), Nil; **LWETS** - Dry, Nil; **LWDSA** - Int (1.4.98), Nil.

LOM(AWW) - Int (16.11.99), Nil; **LOM(AWT)** - Int (16.11.99), 7; **LOM(UW)** - Int (11.6.99), Nil; **LOM(EW)** - Int (3.11.99), Nil; **LOM(MW)** - Int (7.9.99), Nil; **LOM(C)** - Int (2.8.99), 1; **LOM(SSM)** - Int (22.1.99), 3; **LOM(TSM)** - 75 (20.11.97), 1; **LOM(CSM)** - Int (15.12.99), Nil; **LOM(WSM)** - 390 (14.9.95), 3.

***NAVY NEWS* looks back through its pages to recall some of the September headlines of past decades . . .**

40 years ago

BRITAIN'S last battleship, the Vanguard, ran aground as she was being towed out of Portsmouth harbour to the breakers. She became embedded in the mud for nearly an hour, her bows towering over Custom House Jetty and the Still and West pub.

The Porpoise-class vessel HMS Finwhale became the latest submarine to join the Fleet.

30 years ago

THE MOST senior CPOs became eligible for promotion to the new rank of Fleet Chief, with the status of Warrant Officers.

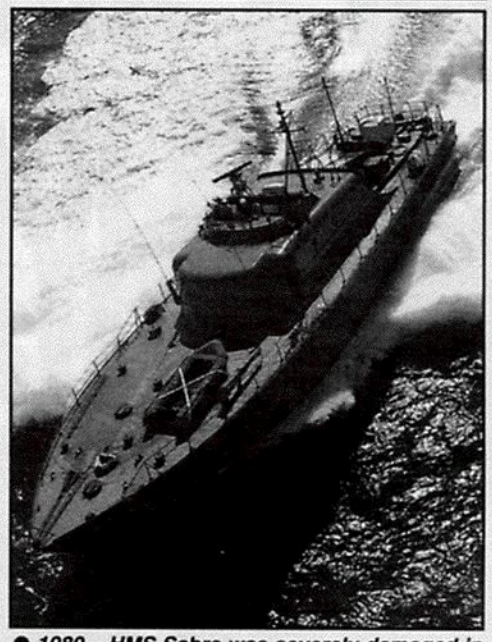
Sentences of between 12 and 21 months' detention had been passed at a court martial at Rosyth on five ratings found guilty of mutiny in the minehunter HMS Iveston. On review one of the sentences was reduced from 12 to six months.

20 years ago

TONS of Russian gold being carried by the cruiser HMS Edinburgh when she was sunk during an Arctic convoy in 1942 was rousing serious commercial interest. Survivors and the next of kin of the 60 men who lost their lives on board were being asked their opinion about any attempt to salvage the £100 million worth of bullion.

The fast patrol vessel HMS Sabre was towed to Portsmouth after being damaged in a collision in fog with Alderney breakwater.

THE TIME OF YOUR LIVES



● *1980 – HMS Sabre was severely damaged in collision with Alderney breakwater.*

Promotions to Chief

AUTHORITY was issued by Commodore Naval Drafting in August for the following to be advanced:

To ACCCT - C.S. Norris (Disc), A.C. Stone (Coventry).

To CCMEA - S. Morrison (Trafalgar), S.G. Duncan (Turbulent).

To CCWEA - P.H. Summers (Drake CFM), P.A. Juckes (CFM P'mouth), A.R. Langton (Collingwood), R. Becks (Chatham), M. Halbauer (Invincible).

OPERATIONS (SEAMAN)

To CPO(M) - J.D. Honeychurch (Cambridge), M.S. Fisher (Liverpool).

To CPO(R) - M.N. Cray (Dryad), N.W. Wilton (PJHQ), D.R. Reynolds (Fearless), A.P. Owens (Chatham), C.A. Hardess (Cornwall).

To CPO(S) - S.N.T. Watson (Victory), D.C. Smith (Richmond).

MARINE ENGINEERING

To CPOMEM(M) - A.N. McDonagh (Neptune NT), G. Robson (Drake CFM), A.A. Palmer (Brocklesby).

WEAPON ENGINEERING

To CPOWEM(R) - R.M. Norris (JSU N'wood), R.C. Harrison (Roclant Portugal).

SUPPLY AND SECRETARIAT

To CPOCA - J.E.G. Evans (Nelson), A.K. Grayson (Cardiff).

To CPOWTR - S.L. Campbell (RNAS Yeovilton), A.J. Clews (JSU N'wood), A.J. Roberts (NMA Gosport).

MEDICAL AND DENTAL

To CPOMA - D.A. Pickering (Cdo.Log Regt. RM).

FLEET AIR ARM (ENGINEERING)

To CPOAEM(L) - N. McDowall (819 Sqn.), A.M.V. Huffee (RNAS Yeovilton).

To CPOAEM(M) - A.V. Harvey (845 Sqn.), S. Mather (815 Sqn.HQ), S.J. Abbott (RNAS Yeovilton).

SUBMARINE SERVICE

To CPOMEM(M) - B. Hyde (Neptune NT).

To CPOMEM(L) - S. Marmion (Sceptre).

To CPOWSM - S.J. Vine (CSST Shore FSLN).

CHIEF ARTIFICER/TECHNICIAN

To CPOAEA(L) - S.W. Gilmore (801 Sqn), S.G. Hammett (801 Sqn), S.A. Hardisty (RNAS Yeovilton), D. Morris (829 Flt 226), A. Pluck (899 Sqn Heron), G.H. Rees (Sultan), E.J. Richings (899 Sqn Heron), A.D. Smallman (RNAS Yeovilton), M.J.A. Veitch (Sultan), M. Weatherall (824 NAS).

To CPOAEM(M) - I.S. Anderson (824 NAS), N.B. Blewitt (ES Air Masu), R. Cooper (RNAS Culdrose), A.L. Green (899 Sqn Heron), A.J. Hewitt (800 Sqn), R. Houghton (RNAS Yeovilton), M.I. McMillan (815 Flt 202), J.M. Phillips (RNAS Yeovilton), S. Robertson (ES Air Masu Sea).

To CPOAEA(R) - G.A. Adams (800 Sqn), A.S. Paterson (RNAS Culdrose), S.G. Pike (820 Sqn).

To CPOMEA - C.J. Alexander (Neptune NT), J.P. Dash (Grafton), P. Evans (CFM P'mouth), S.J. Fell (Torbay), I.A. Liebnitz (FSU 03), S.J. Middlemas (Vigilant Port), A. Morrison (Sultan).

To ACPOMEA - M.J. Morris (Trafalgar), R. Phillips (Turbulent).

To CPOWEA - T.G. Evans (Ark Royal), S.P. Lynch (Manchester), D. Tait (Liverpool), B.A. Webb and D. Wright (Neptune NT).

To CWWEA - J. Hill (Manchester).

To ACPOWEA - D. Gore (Torbay), M.A. Smith (Ocean).

Swop drafts

LCH Johnson, HMS Glasgow, BFPO 287, will swop for any ship not deployed in May/June next year.

OM(UW)1 M. P. Howett, HMS Kent (tel 9380 22460), not deploying until Aug. next year. Will swop for any other Type 23 deploying or not (specialist qualifications – E112 MTLS, AIR 233).

Deaths

Sir Alec Guinness CH, CBE, served 1941-46. Joined as rating, commissioned 1942. First lieutenant of tank landing craft TLC 24, then embarked in Queen Mary for USA to take command of an LCI(L), a large infantry-carrying landing craft. Returned with craft across Atlantic and took part in Sicily landings. Caught in storm in Adriatic 1944 and craft wrecked on rocks inside harbour at Termoli. Commanding another LCI(L), Lt Guinness ferried stores to Yugoslav partisans and evacuated their wounded. Aug. 5, aged 86.

Ken Lomas, ex-RM commando WW2. Veteran of Sicily and Salerno landings and Far East. Labour MP for Huddersfield West 1964-79 and Parliamentary Private Secretary to Tony Benn as Minister of Technology. Member of Royal Marines group of MPs. July 15, aged 77.

Prof Leslie James (Ferdy) Woodward, served WW2 in convoys, as liaison officer with Polish Navy and with Naval Intelligence at Bletchley Park, leaving as lieutenant-commander. Became head of Spanish Dept at St Andrews University and a founder of Association of Hispanists of Great Britain and Ireland. July 7, aged 83.

Lt Cdr John Derek Oakey, minehunter CO and Falklands War veteran. Served 1963-98. Joined as seaman plotter. Ships: Victorious, Londonderry, Lynx, Bacchante, Phoebe, Ambuscade as PWO(U) (Falklands War), Cleopatra (Staff Officer Ops to Capt F7), Brocklesby (CO 1988-89), Dulverton (CO 1989-90). Finally, Future Training Resource Officer at School of Maritime Ops, HMS Dryad. Member of Association of RN Officers. July 20, aged 52.

Lt Cdr Albert Ernest Luck MBE, served 1945-73. Ships: Manxman, Minerva, Aisne, Collingwood, Victorious, Hermes, Antrim. Also ASWE and Chatham Naval Base. July 25, aged 70.

Fred Harper, RN National Serviceman. Professional mountaineer and outdoor educationist. Former principal at Glenmore Lodge National Outdoor Training Centre. July 24, aged 62.

Alan Boon, served in WW2. Mills & Boon publisher. July 29, aged 86.

Rowland Fairweather, ex-Tel, member HMS Faulknor Association. June 6.

Charlie Lee, ex-Tel, member of HMS Faulknor Association. June 29.

Don Brenchley, ex-Sto. Ships included Indefatigable and LCT at D-Day. Member of Normandy Veterans Association. June 6.

Alan (Chippy) Carpenter, ex-CPOGI and trainer of Portsmouth Field Gun crews in 1969-70 and 1974-75. Ships: Ganges, Modeste, Ark Royal, Albion, Beauchampton, Londonderry, Excellent, St Angelo, RNR Sussex. Member of following assocations: Ton Class, Ganges, GIs, Portsmouth Field Gun, British Legion, Fellowship of Naval Men, RNA. Helped raise £3,000 for Leukemia and Intensive Chemotherapy (LINC) charity before he died of the disease himself. May 16, aged 60.

Lt Frederick Henry (Ric) Deverell RNZVR, loaned to RNVR, served 1941-47. Ships: HMT Tamaroa, Philomel, Albrighton, King Alfred, ML 275, LCT 535. June 17, aged 79.

Terry Clarke. Ships: St Vincent, Vanguard, Dido, Vernon, Osprey. Member of Loch Fada Association. June 17.

William (Bill) Penkethman, served 25 years. Ships: Vengeance, Boxer, Bulwark, Wakeful, Verulam, Keppel, Kent, Victorious, Triumph, Centaur, Ulster, Hornet. Member of HMS Comus Comrades. July 4.

Michael E. (Scouse) Irvine. Retired 1998. Ships included Cardiff, Dryad. In Oregon, July 2, aged 48.

Jan Youngs, ex-CPO, served 1938-58. Ships: Courageous (survivor), Unicorn, Simbang, Peewit, Condor, Seahawk. Veteran of Malta and Arctic convoys and of Sicily and Salerno landings. Member of Angus branch of FAA Association.

Joseph Hamer, ex-AH, served 1962-77. Ships: Albion, Centaur, Bulwark, Hermes, Seahawk, Heron, Dartmouth. Member of Aircraft Handlers Association. July 10.

Donald Jamieson, member of HMS Newfoundland Association. May 14, aged 62.

James Saunders (Horace) Horsham, ex-Naafi manager, spending over 40 years in HM ships including Eagle, Ark Royal, Fearless, Tiger. July 10, aged 63.

Terry Dargan, ex-CPOGI, served 1949-74. Ships: Ganges, Maidstone, Victory, Excellent, Striker, Siskin, Coniston, Mull of Galloway, Bellerophon, Loch Fada, Dunkirk, Drake, Ajax, St Vincent. President of Chichester Combined Cadet Force. June 2, aged 66.

Lt (P) Frank Wheeler-Dorset RNVR. Appointments included Illustrious (806 NAS - Taranto), Indomitable (1834 NAS), RAF Benson. Aged 80.

John (Lofty) Linzner, served 1943-46. Ships: Impregnable, Drake, Eridge, Nadder (Mediterranean convoys, Indian Ocean), Moon (East Indies Fleet), Queen, Jellicoe. Member of RNA, Burma Star Association, Royal British Legion, Poppy Service Membership, Services Rendered, Algerines Association and HMS Impregnable Association. July 1, aged 75.

Antony M. Alford, member of Algerines Association (Jaseur, Mutine). Feb. 22.

George M. Clifton, member of Algerines Association (Laertes). Feb. 22.

Roy V. C. Yates, member od Algerines Association (Stormcloud, Welfare). Feb. 23.

Derek E. Harland, member of Algerines Association (Persian). March 1.

William H. Dyer, member of Algerines Association. March 12.

L. A. Daniels, member of Algerines Association (Bramble). March 22.

Stan E. Hudson, member of Algerines Association (Lioness). April 20.

Ernest L. Eadle, member of Algerines Association (Rattlesnake).

Bruce Johnson DSM, member of Algerines Association (Rattlesnake). Awarded DSM as ERA for "gallantry, skill, determination and undaunted devotion to duty" during Normandy landings. June 1.

Stan Jacques, member of Algerines Association (Prompt). June 15.

Claude Hopewell, member of Algerines Association (Onyx). June 24.

Eric Dawson, ex-Sto1. Ships included Howe (British Pacific Fleet). Member of Howe Association. July 18, aged 80.

Russ Harvey, ex-LEM submariner. Surface ships included Theseus, Woodbridge Haven, Meon. May 29.

Joe Oldham, ex-Tel, served WW2. Member of HMS Penelope Association.

George Lazenby, ex-L/Tel. Ships included HMS Cheviot (1958). Member of HMS Cheviot Association. July.

Derek Foster, ex-L/Sto. Ships included HMS Cheviot (1953), member of HMS Cheviot Association. July.

T. A. C. (Scouse) Dale, ex-LRO(T) during 1970s. Service included Leander, Jupiter and Commcen Whitehall. July 19, aged 47.

Edward Charles (Ted) Pannell DSM, ex-ASDIC PO served 1939-46. Ships included Highlander, Test, Hyderabad, Kildwick. Awarded DSM as A/LS "for great courage and vigour in action with enemy submarines while serving in HM ships Test and Hyderabad in the escort of a convoy". July 10, aged 80.

Fred Landrigan, LTO in HMS Cossack (LO3) including Altmark and Bismarck actions. Member of HMS Cossack Association. April 24.

John Brian William Holton, co-founder of HMS St Vincent Association and editor of Association's newsletter. Joined Hawke Div., HMS St Vincent 1953. June 6. Memorial service at 2.30 on Oct. 15 at St Mary's Church, Henley-on-Thames. Details on 023 92612852.

Adam Leonard Manson, served 1942-46 as Sto in MMS 167 (Mediterranean minesweeping operations). Aug. 3, aged 75.

Ron Clover. Ships included HMS Ajax (1938-41 including Battle of River Plate). Member of HMS Ajax and River Plate Veterans Association. July 19.

Bill Izzard BEM, ex-CPO(AH), served 1947-81. Member of Aircraft Handlers Association. July 25, aged 74.

John (Scouse) Edwards, ex-AH, served 1964-70. Member of Aircraft Handlers Association. July.

Richard Geoffrey Smith, survivor HMS Repulse. July 16.

Eric Jones. Veteran of Russian and Atlantic convoys and D-Day. Ships included HMS Black Prince. Member of 10th Destroyer Flotilla Assocation.

Ken Wheelden. Ships included HMS Nubian. Veteran of Norway, Malta and Russian convoys and Burma. Member of 10th Destroyer Flotilla Association.

Alex Wakenshaw, electrician submariner. Boats: Taku, Talent, Amphion; member of Gosport branch of Submariners Association.

William Henry Mason, ex-AB, served 1943-46. Ships included King George V (British Pacific Fleet). Aug. 3, aged 74.

ASSOCIATION OF RN OFFICERS

Capt (E) P. G. Wigney. Served: Implacable, Merlin, President, Tyne, Centaur, Fisgard, Daedalus, Victory.

Lt H. A. Wilkinson. Served: Hermes, Terror, Fulmar, Bellerophon.

Cdr J. E. Bennett DSC. Served: Mercury II, President, Kenya.

Col J. L. Carter RM. Served: Resolution, Erebus, Saker, Newfoundland.

Lt Cdr (S) A. H. Clark. Served: Orion, Cochrane, Seahawk.

Lt Cdr W. W. Dennis MBE. Served: Tyne, Lochinvar, Victory, Malcolm, Tamar, Puma, Warrior.

Lt Cdr (E) T. E. T. Favell. Served: Formidable, King George V, Eagle, Neptune, Jupiter, Jufair, Cochrane.

Lt Cdr M. F. FitzGerald, Served: Belfast, Javelin, Manchester, Nelson, Glasgow, Blankney, Fernie, Indomitable, Septon, Pincher, Rattlesnake, Wiay, Vallay, St James, Jupiter, Espierle, Cumberland.

Lt H. G. Gibbons RNVR. Served: Colombo, Longa, Macbeth.

Lt R. D. Gyde. Served: DGNR.

Lt S. Hazell. Served: Centaur, Kenya, Forth, Mendip, Medway, Skipjack.

Lt P. F. W. Jay RNVR.

Lt Cdr J. C. Jenkins. Served: Hawkins, Victorious, Raleigh, Fierce, Ulysses, Imperieuse.

Cdr J. P. P. Michell LVO, OBE. Served: York, Dragon, Leander, Eton College.

Lt Cdr D. E. Teare. Served: Adamant, Subtle, Tabard, Sceptre, Truncheon, Artful, Dolphin, St James, Montclare, Alderney.

ROYAL NAVAL ASSOCIATION

Lt Cdr Paris N. Anderson MBE, VRD, BA, RNR, past president Royal Tunbridge Wells and founder member Belfast. One of longest-serving chairmen of RNA Central Charities Committee. June.

Henry (Pash) Baker, ex-CPO Mech, served 1929-53. Ships: Repulse, Renown, Kent, Resolution, Caledon, Nigeria, Phoebe, Swiftsure. Veteran of Arctic and Malta convoys. June 18, aged 88.

Fred Jenkins, associate member Carshalton. May 23.

Vincent Dale, former assistant secretary Wythenshawe branch and club. June aged 68.

Raymond Bromelow, Henlow. Ex-CPO, served 1943-65 (member of Photographic Branch). Ships included Ocean, Ark Royal. Member of RN Photographic Branch Association and HMS Ocean Association. June, aged 75.

Don (Jim) Platt, life member Waterlooville. Ex-CPOGI, served 1943-68. Ex-Holbrook School. Ships included HMS Sheffield. June.

June Aylmer, Poole.

Jim Sitch, Poole. Served in landing craft in WW2.

Henry William (Harry) Lord, Wartford. Ex-AM(E). Ships included Gosling, Dipper, Daedalus. June 15.

Ray Organ, president and former standard bearer Lancing. Ex-CPO.

Peter Ballard, Boreham Wood and Area vice chairman. Served WW2. May 14.

Edward (Ted) Morrison, Carlisle & District. Served 1940-45. June 15, aged 90.

Ken V. Watson, Reading.

Ron E. Ashfield, Reading.

James Hughes, Birkenhead. Ex-L/Sto submariner. Served in H boats and HMS Tactician. June 19, aged 78.

Henry Baker, Portsmouth. June 22, aged 88.

Charles Albert Bashford, Worthing. Ex-AB, served 1943-47. Ships: Bulan, St Margarets. June 10.

William Rogers, life member High Wycombe. Ships included HMS Tartar (WW2).

Nigel Boorman, associate member Horley. Elected in May as Horley's first blind councillor. Aged 53.

Ron Stuart, founder member and vice chairman Epsom. Ships included Vanguard. Aged 72.

Barry Golesworthy, life member Lydd & Dungeness. Served 12 years. July 7.

Joe Vella, founder member and president Malta. July 7. aged 85.

Alex Maxwell, Wallasey. June 30.

Kenneth Hutchinson, West Lothian. Ex-CPOMEA(P). Ships: Dundas, Eagle, Ausonia, Fife, Kent, Caledonia. July 2, aged 64.

G. S. T. (Geoff) Diggory, Leominster. Served 1939-46 in destroyers and Combined Ops. July 3, aged 84.

Colin (Nobby) Hall, past chairman Birmingham & District. Served 1941-46. Ships: Royal Arthur, Medina, Daedalus, Kestrel, Saker, Ringtail, Blackcap, Victorious, Daedalus III. Member of Victorious Association and FAA Association. July 6.

P. T. Wilson, former member Calne. Ex-ERA submariner, including HM submarine Statesman (1944-45). July 20.

Yvonne Collins (nee Macloed), Derby. Ex-LWREN SBA, served 1955-57. Service included Haslar, Collingwood, Dauntless (ship's company).

Harry Reed, life member and former welfare officer Battersea. Served WW2 including Mediterranean. July 16, aged 80.

John Davis, Waterlooville. Ex-RM Senior NCO, served 1946-73 and was afterwards House of Lords usher.

HORSHAM James Saunders

25-11-1936 to 10-07-2000

Jim (Horace) died during treatment for a brain tumour. He left his mother Edith, of 80 Peverell Terrace, Plymouth, Devon PL3 4JL heartbroken. Also severely missed by his daughters Moira and Selina and their families and brothers Bill, John and Steve and families. Interment was on Friday July 14th in Plymouth. Donations in his memory are welcome to any local Cancer Charity. Be not sad, but chuckle on a long loved memory. He would be proud to know he can raise a smile in your thoughts.

ESCORT GROUPS ASSOCIATION

Calling all crews who served in Escort Groups

6th ANNUAL REUNION

20 - 23 NOVEMBER 2000

STRETTON HOTEL BLACKPOOL

Annual subscription £5

Secretary:
Mrs M. Lupton,
35 Delta Park Drive, Hesketh Bank, Preston PR4 6SE
Tel: 01772-812-838

Recruitment & Business Opportunities

FLS Aerospace Limited

The prospect of joining FLS Aerospace is an exciting one. Already a leading independent provider of full support maintenance services to the airline industry, FLS aim to be a world leader.

Operating from London Gatwick, London Stansted, London Luton and Manchester airports, we now have vacancies for the following:

LICENSED ENGINEERS

COMMERCIAL PERSONNEL

WIDE RANGING ADMINISTRATIVE STAFF

MECHANICAL / AVIONIC WORKSHOP MECHANICS

MECHANICAL: Engine Shop / Hydraulic Shop / Sheet Metal
AVIONIC: Instrument Shop / Radio Shop / Electrical Shop

Applications from qualified engineers welcomed. Experience in Aerospace advantageous, but appropriate training will be provided where necessary.

This is an outstanding opportunity to join a growing organisation that offers an attractive remuneration package including a competitive salary, excellent benefits and sound prospects for career advancement.

Please apply in writing enclosing CV to Guy Whittaker, Senior Personnel Officer, FLS Aerospace Limited, Long Border Road, London - Stansted Airport, Essex CM24 1RE

For Company information see our website at:-
www.FLSAeropsace.com
E-mail : guyw@flsaerospace.com Fax No : 01279 680085

FLS AEROSPACE

[Broaden Your Horizons]



ROYAL NAVAL RESERVE



Contact: 0845 6075555 (24hrs) or 023 9272 7679

www.rnjobs.co.uk

Recruits are normally British or Commonwealth subjects aged between 16 and 40 (45 for ex-RN), male or female and physically fit

INVESTOR IN PEOPLE

To advertise on our Recruitment pages
Tel: 023 927 25062 or 023 927 24226

BRISTOW HELICOPTERS LTD

Army Air Corps Centre, Middle Wallop Stockbridge, Hampshire SO20 8DY
Tel: 01980 674314 Fax: 01264 782439

Immediate vacancies exist for

HELICOPTER FITTERS

£15,000 - £18,100 pa

to work in 1st and 2nd line maintenance at the School of Army aviation, Middle Wallop

Employment will involve shift and day work routines, some weekend commitments and periods of maintenance support away from base.

The company offers 20 days annual leave rising to 25 days after 4 years, 8 days public holidays, contributory pension scheme, accident and life assurance benefits and staff travel discounts.

Applicants should write or fax the Engineering Manager, giving full details of aircraft experience and qualifications quoting **Ref: NN**

MAIB

MARINE ACCIDENT INVESTIGATION BRANCH

Inspector of Marine Accidents (engineering) £28,537 - £37,345

Make a difference to marine safety

The Marine Accident Investigation Branch is an expert unit within the Department of the Environment, Transport and the Regions. It is responsible for investigating marine accidents for the UK government, producing reports and recommendations based on its findings, and providing professional advice at public enquiries.

As an Inspector of marine accidents (engineering), you will be responsible for conducting accident investigations independently, with your Principal Inspector, or as part of a multi-disciplinary team. The job will involve extensive travel within the UK, and occasionally overseas. You will have a current driving licence.

You must hold a Class 1 Engineer Certificate of Competency, a degree in mechanical/marine engineering or equivalent and have experience of merchant vessel operation at a senior level at sea or ashore. Alternatively you must be a degree qualified marine engineer officer with at least two years charge experience at sea in the Royal Navy, and a Chartered member of a recognised engineering institution.

You should also possess sound report writing skills, strong powers of analysis, the ability to work in a team and liaise effectively at all levels of management.

The position is available from November 2000. Starting salary will be in the range £28,537 - £37,345 (under review) depending on qualifications and experience. Relocation expenses of up to £5,000 may be payable in appropriate circumstances.

For further details and an application form (to be returned by 29 September 2000), write to:-

Roger Brydges, MAIB, First Floor, Carlton House, Carlton Place, Southampton SO15 2DZ, UK

DETR Environment Transport Regions

POSITIVE ABOUT DISABLED PEOPLE

INVESTOR IN PEOPLE

DETR is an equal opportunities employer. Applications are welcomed from all suitably qualified people regardless of race, ethnic or national origin, age, religion, gender, marital status, disability or sexual orientation

JOBSEARCHERS

Ready to move on?
01753 890243
CVs & Job Search for all Ranks of Service Personnel
www.jobsearchers.co.uk

VISA

Leaving The Forces? Want THE job not A job? Ex-Services in Business? Join *The List* it's FREE

Open to Services/ex-Services & all Ranks
The essential Job Search & Business Directory.
"There was not one person contacted through the list who did not find time to help me" - *List* Member.
www.thelistuk.com ☎ 01483 200 863
PO Box 156, Dunsfold, Godalming GU8 4YH



Get updated...
Get the facts...
Get Online...
www.navynews.co.uk
Fact... not Fiction!

OIL RIGS

The Essential Guide

FOR ANYONE WHO IS INTERESTED IN WORK OFFSHORE ON OIL RIGS AND DOESN'T KNOW WHERE TO START. PACKED FULL OF ALL THE INFORMATION YOU WILL EVER NEED ABOUT OIL RIGS.

• *BOOKS TODAY* •
01253 869808
8 Clegg Ave, Thornton-Cleveleys, Lancs, FY5 1BJ, U.K.

POLICE RECRUITMENT

DEVELOP THE SKILLS THE POLICE ASSESS. HOME STUDY PROGRAMME
New Leaf Education
Tel: 01302 859954
PO Box 460, DONCASTER DN4 9XL
www.newleafeducation.co.uk

www.dera.gov.uk/careers

Aircraft Mechanical Trades Technicians

The latest rotary aircraft are heading your way...

up to £16,800 & benefits · Boscombe Down, Salisbury

DERA, the Defence Evaluation & Research Agency, is the largest scientific and technical organisation of its kind in Europe. It's here that intelligence, imagination and innovation combine to produce next-generation research solutions for the MOD and an increasing number of commercial partners throughout the world.

The Aircraft Test & Evaluation Sector at DERA Boscombe Down is the UK's official centre for the evaluation and acceptance testing of all military aircraft, their armament and associated environment. With state-of-the-art facilities, plus a dedicated test fleet, we can offer a unique, diverse and stimulating environment in which to apply – and enhance - your skills.

We are looking for Technicians who will relish the prospect of carrying out first and second line maintenance on the broadest range of rotary wing aircraft – Merlin, Chinook, Apache, Lynx, Sea King and Gazelle helicopter marks included. It's a vital role within our remit which will involve working on overseas or shipborne detachments throughout the world in support of aircraft trials.

To be considered for this prestigious role, you will have served a recognised aeronautical apprenticeship or have a demonstrable understanding of up-to-date military systems. A working knowledge of quality issues, health & safety regulations and airworthiness is essential. Equally important will be a flexible approach towards a working pattern that is dictated by the needs of our clients and a high level of self-motivation.

A challenging and diverse remit is not the only attraction. You can also look forward to good career prospects, with the potential to move up to supervisory level. An attractive rewards package includes a generous pension and holiday allowance. These positions are offered on a permanent basis.

For an application form, please contact, quoting reference 2706, The Response Management Team, AIA (Associates in Advertising), 5 St John's Lane, London EC1M 4BH. Tel: 020 7553 9120 (between 9.30am and 5.30pm). Closing date for receipt of applications is 22nd September 2000.

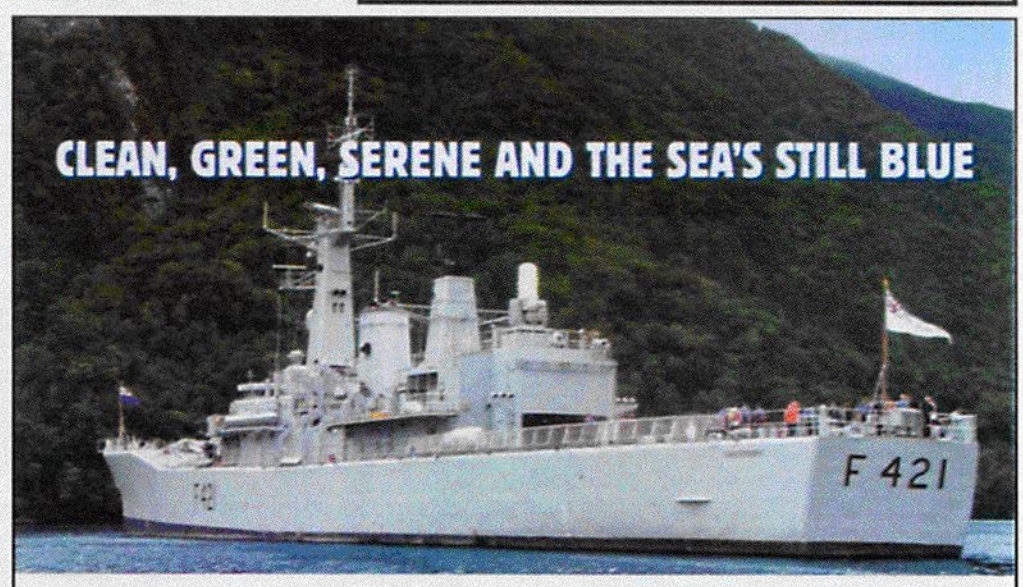
POSITIVE ABOUT DISABLED PEOPLE

INVESTOR IN PEOPLE

DERA is a committed equal opportunities employer

DERA is an Agency of the MOD

DERA



New Zealand's Navy serves one of the most beautiful countries in the world. Spectacular scenery, unspoiled natural riches and a quality of life that is internationally renowned has made New Zealand a wonderful home for dozens of ex-Royal Navy personnel.

Right now we are looking for Lieutenant and Lieutenant Commanders who are WE and PWO qualified. We are also looking for Leading Hands and Petty Officers who have maintained Radar, Sonar, Gunnery and Control & Combat Systems.

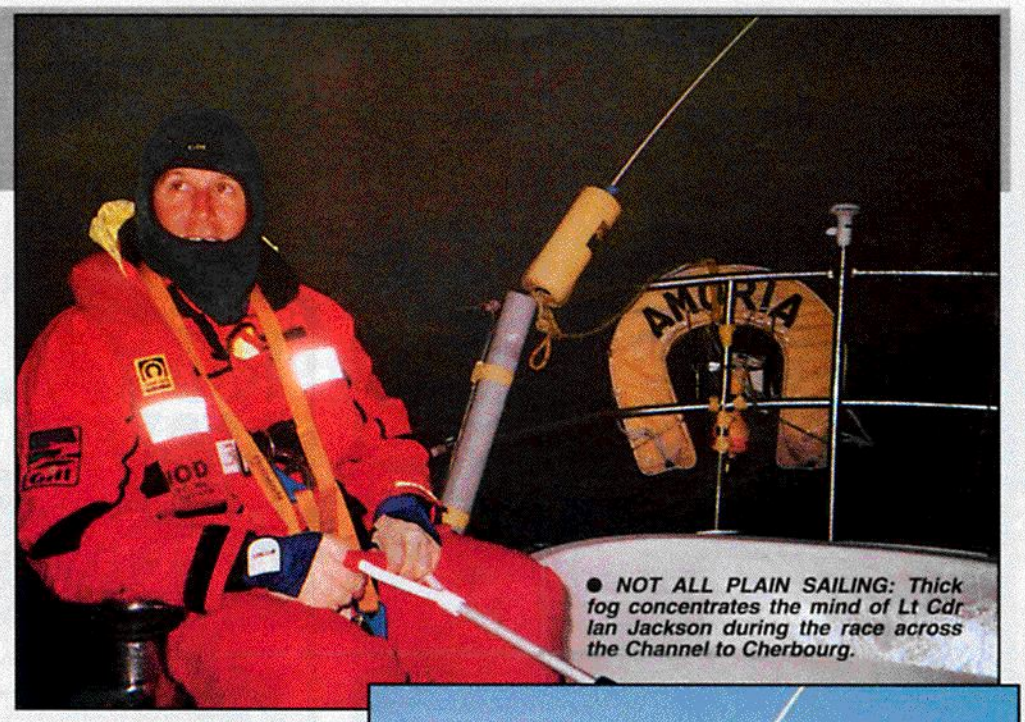
For further information and and application form please send your curriculum vitae to:

HEAD NEW ZEALAND DEFENCE STAFF,
NEW ZEALAND HOUSE, HAYMARKET, LONDON SW1Y 4TQ

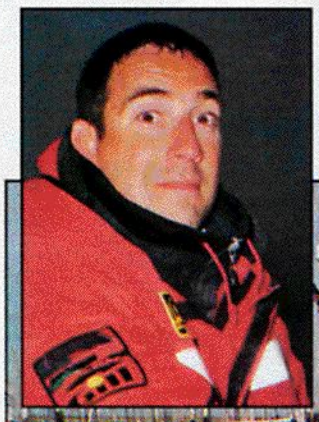
Navy
It's your future. Launch it.

War of fog!

Weather makes for challenging offshore race



● *NOT ALL PLAIN SAILING: Thick fog concentrates the mind of Lt Cdr Ian Jackson during the race across the Channel to Cherbourg.*



THICK FOG and light airs prevailed during five coastal races and a slog across the Channel when the Navy, Army and Royal Air Force battled for the Services Offshore Racing title.

Although the Army won inshore, the Navy scored two firsts in the offshore race. The RN Sailing Association's former Rear Commodore Offshore, Cdr Tony Higham, won his class in the Nicholson 55 and was awarded the Sultan of Jahore Trophy and medals.

● *PRIZES: Cdr Mike Shrives pictured in Cherbourg with the team's prizes. INSET: Kedging again - Royal Marine Sandy Sanders who gave Amoria and edge by hauling up the anchor from 60 metres.*

And Cdr Mike Shrives, the current RC(O) in the Victoria 34 class, won the Trieste Cup and medals as well as the Victoria Marine Trophy in the Victoria 34 Amoria.

Despite the light airs, the offshore race was a hard fought affair which started on a Thursday morning and didn't finish until the early hours of the following Saturday, just inside the time limit.

Amoria led the boats out of the Solent with the Army team in hot pursuit and their superior tactics allowed the two yachts to claw ahead of the rest of the fleet.

Light airs made for stop/start racing and with thick fog in the Channel shipping lanes the boats had to prepare themselves for the possibility of being run down.

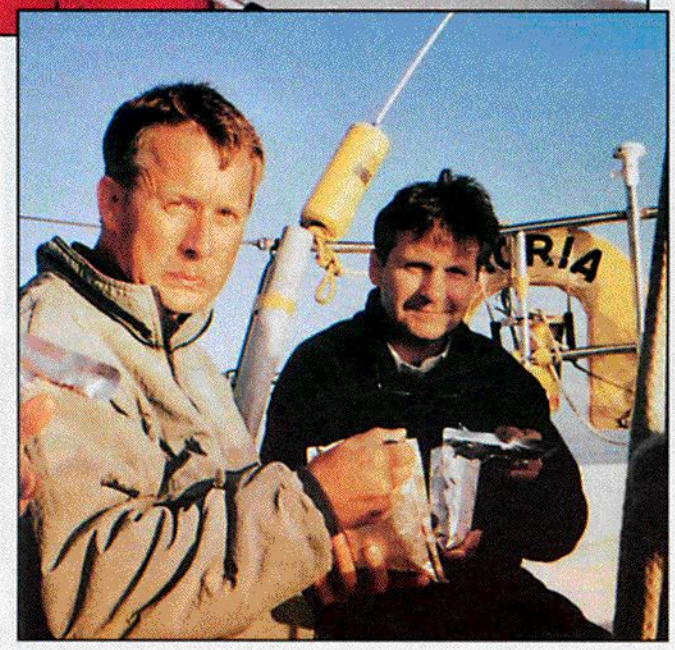
Outside of the shipping lanes, kedging became a regular event despite the depth of over 60 metres.

Amoria was fortunate to have Royal Marine Sandy Sanders on the crew, who was strong enough to pull up the anchor whenever a zephyr allowed progress to be made.

The course required the boats to sail around two buoys off Cherbourg which inevitably meant a tidal gate, and Amoria ended up kedging off the first with the frustration of seeing the rest of the Fleet catching up.

As it panned out, the finish could not have been any closer, with Amoria just two boatlengths ahead of the Captain D3-entered Voluta.

The Army's success in the inshore races was enough to ensure overall victory, but the Navy's first and second at Cherbourg gave them the offshore honours.



● *BAG RATIONS: Lt Cdr Jackson and Lt Cdr Nigel Amphlett show their appreciation of the boil-in-the-bag cuisine which kept them going through the offshore race.*

SEA CADET ROYALIST REGATTA 2000



● *CROSSING THE LINE: The Royal Navy entry leads the fleet at the start of the Sea Cadets Royalist Regatta 2000.*

Hard-fought race raises cash for the Sea Cadets

FORMER OLYMPIC sailors and VIPs from industry joined forces with yachtsmen from all three Services to raise cash for naval training in the Sea Cadets Royalist Regatta 2000.

Olympians David Howlett and Adam Gosling (World Champion Etchells sailor) competed in the Sunsail yacht 'Yes', para Olympic Gold Medal winner Andy Cassell sailed in 'Sunley Homes' and Phil Crebbin took charge in 'BAe Systems.'

The 'Royal Navy' entry was skippered by the current RNSA Offshore Rear Commodore, Cdr Shrives, and was sponsored by Sir Donald Gosling.

Other skippers were Olympic Bobsleigh Champion Jonnie Woodall in 'Heath Lambert' , Round the World Race Navigator Stuart Quarrie in 'Skandia Life', Peter Bonham Christie in 'Team Bear' and ex-RN offshore skipper Mike Broughton in 'Anderson Consulting'.

Stuart Smith skippered 'Army', Simon Crockatt was the captain of 'RAF' and Cdr Colin Watkins was in charge of 'Sea Cadet Corps.'

The event was organised by the Sea Cadets in the square-rigger 'TS Royalist' and run by the Royal Thames Yacht Club.

All boats had a Sea Cadet on board and a stiff breeze ensured that all four races were exciting.

The Army was the overall winner and the event was followed by a champagne reception and a magnificent dinner in the wardroom at HMS Excellent, hosted by the Chairman of the Sea Cadets, Vice Admiral Sir Jonathan Tod.



Personal Loans

from £100 - £2,000† for any purpose

Whatever you want...

microloans®

...makes it possible.

- Preferential rates for all NAVY personnel
- Easy to arrange
- Funds transferred directly into your bank account†† or by cheque
- Payment Protection available for your complete peace of mind
- Fixed repayments for easy budgeting
- No security required and no broker fees

You can have what you want, when you want, with a personal loan from Microloans.

So whether you're dreaming of a holiday, home improvements or a new car, talk to us - we can make it possible.

Microloans are proud to be the official sponsors of:



freephone

0800 5424882

8am - 8pm everyday

A Division of Imperial Consolidated Financiers Ltd
Registered in England & Wales No. 3430855
Regulated Consumer Credit Licence No. 451201
Part of the Imperial Consolidated Group of Companies

†Subject to status. We reserve the right to decline an application. Loans only available to applicants over 18. Written quotations available on request. This advertisement replaces all previous advertising. ††Charge for bank transfer is 2% of the loan amount. Fund transfer by cheque carries no charge. **Data Protection Act:** Telephone calls to and from Imperial Consolidated Financiers Ltd may be recorded or monitored for your security and to help improve our service. In order to process your telephone application, we will need to check your financial standing by making a search at a credit reference agency which keeps a record of that search. Details of how you conduct your loan may also be disclosed to any credit reference agency and this information may be used by other lenders in assessing applications from you and for occasional debt tracing and fraud prevention. **Marketing Information:** Imperial Consolidated Financiers Ltd will retain information provided by you. This may be used to provide you with information about other products and services offered by the Imperial Consolidated Group of Companies. If you do not wish to receive such information, please inform us by calling freephone 0800 5424882. Lines open 8am - 8pm everyday.

The CO-OPERATIVE BANK

Direct Loans

for readers of
Navy News

Thinking of taking out a **Personal Loan?** Why not talk to us first.

Look at the benefits.....

Rates from **9.9% APR** (Typical APR **14.9%**)

Without Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.

LOAN		7 year	3 years	1 years	FIXED APR
£12,500	Monthly	£204.35	£400.54	£1,096.52	9.9%
	Total	£17,164.62	£14,419.27	£13,158.20	
£7,500	Monthly	£129.65	£246.72	£664.29	11.9%
	Total	£10,890.60	£8,881.61	£7,971.43	
£5,000	Monthly	£88.82	£166.62	£444.99	12.9%
	Total	£7,461.30	£5,998.28	£5,339.79	

With Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.

LOAN		7 year	3 years	1 years	FIXED APR
£12,500	Monthly	£267.33	£464.45	£1,193.95	9.9%
	Total	£22,455.18	£16,719.90	£14,327.31	
£7,500	Monthly	£169.61	£286.08	£723.31	11.9%
	Total	£14,247.28	£10,298.75	£8,679.71	
£5,000	Monthly	£116.20	£193.21	£484.52	12.9%
	Total	£9,760.79	£6,955.28	£5,814.23	

Borrow any amount between
£1,000 - £15,000

Repayments by **Standing Order**
for *your convenience*

Instant Decision Service - 7 days a week
8.00am to 9.00pm Monday to Friday
8.00am to 8.00pm Saturday and 9.00am to 6.00pm Sunday

NO ARRANGEMENT FEES

Optional Repayment Protection
is available for your peace of mind

For an *instant decision*
***or* further details**
Simply ring *Free*phone
0800 591 682
***please quote ref.* '791/503'**
to apply for your Direct Loan

This advertisement replaces any previous advertisements to readers of Navy News for Direct Personal Loans from The Co-operative Bank p.l.c.

We regret that this offer is only available to U.K. residents.

Typical Example: If you wish to borrow £3,000 over 60 months without repayment protection, the monthly repayment will be £69.76. Total repayment over the term of the loan: £4,185.80 at an **APR** of **14.9%**. The monthly repayment with repayment protection will be £85.80. Total repayment over the term of the loan: £5,147.80 at an **APR** of **14.9%**. Written quotations available on request. Rates correct as at 01/05/00. All loans subject to status and are available to persons aged from 18 years up to their 70th birthday. The Bank reserves the right to decline any application. The Bank may record telephone calls between you and the Bank for security and/or training purposes.
Registered Office: The Co-operative Bank p.l.c., 1 Balloon Street, Manchester M60 4EP. Registered number: 990937
www.co-operativebank.co.uk

Revealed - the mysteries of conveyancing

by Brian Bellinger

IF YOU are buying a house you will inevitably become involved in what to some is the daunting process of conveyancing.

A conveyancing transaction is a masterpiece of co-ordination, especially if you are trying to tie in a sale and purchase. It may reduce one of the many areas of stress if you can identify the stages of a transaction and when you will be asked to come up with the money.

To start with, get your solicitor to confirm their quote and what it includes – that way you know what your budget should be. The charge made will be for your solicitor's time, but he or she will have to pay other costs, such as search fees and stamp duty, which can be estimated at the start.

One of the first searches is a Local Search, the cost of which varies with each local authority. The council will check their records for matters that may affect your prospective purchase, and that search will include planning issues and road development. You may be asked to pay for that at the start, and if you budget for £100 you will not be far out.

Once the searches are done, the next time the cheque-book needs to appear is at exchange of contracts. At that point you will have to find a substantial sum to give to your seller – traditionally ten per cent of purchase price.

If you are selling and buying, you will receive a deposit on your sale and be able to pass it on. First-time buyers will have to come up with the money from their own funds.

Exchange of contracts commits you to the transaction and sets the date for moving. On that day you will have to pay all the rest of the money.

You will be sent a statement which will show you all the costs and charges. You will have to pay stamp duty to the Government if the price of the house is over £60,000. The rate for that is normally one per cent of purchase price, but rises to three per cent for houses costing over £250,000, and four per cent for those over £500,000.

Then there are Land Registry fees on a purchase, and estate agent fees if you are selling. Your solicitor will usually make these payments for you.

You will have to come up with all the money, cleared to your solicitor's account, by the day of completion – and you will not be able to spread the payment.

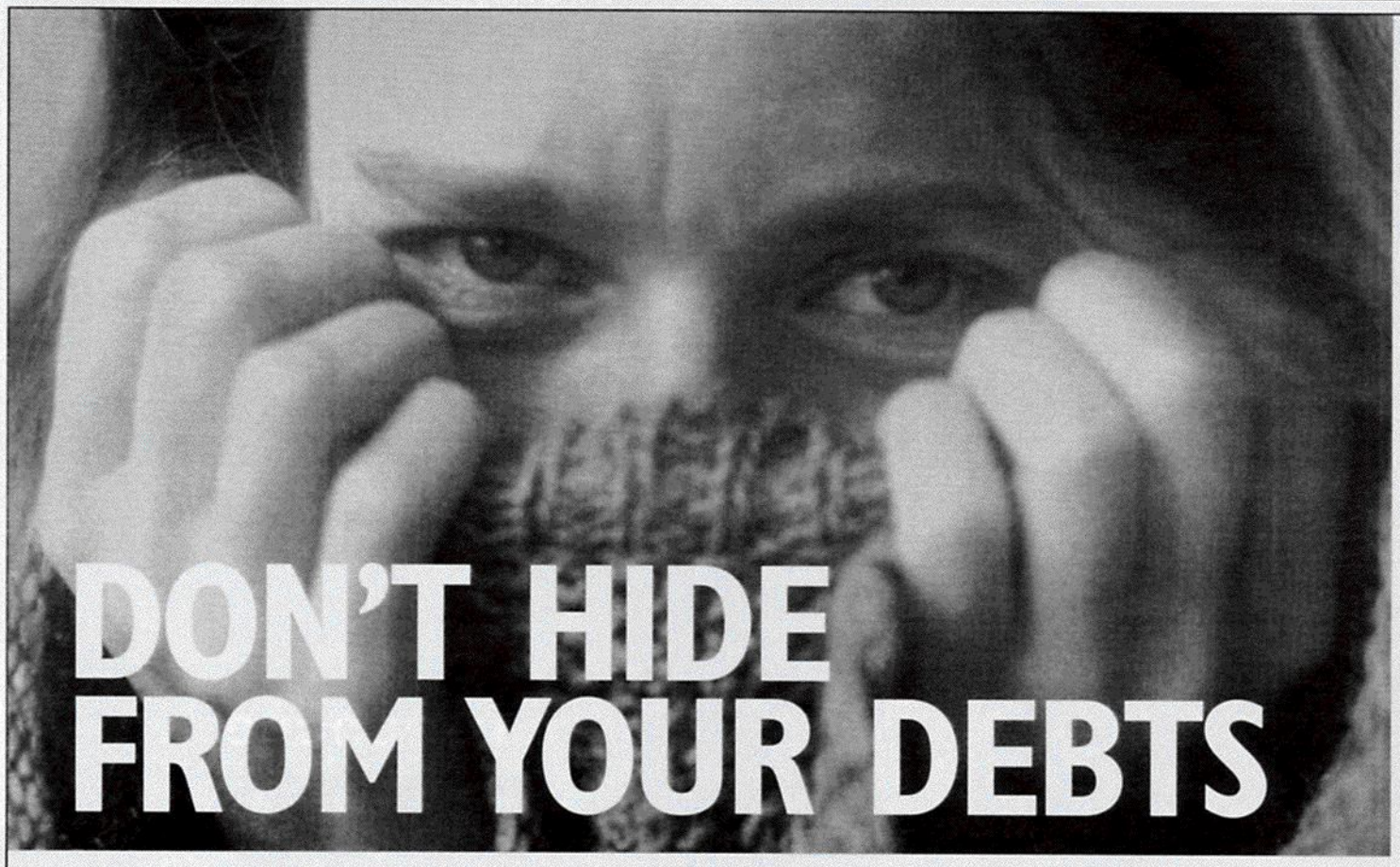
Once completion arrives, there are a number of deadlines for payment that incur penalties if they are missed. Stamp duty has to be paid within 28 days of completion, and if you have a mortgage your lender will insist that they are not missed, hence you will need all the money in one go.

I have acted for Service personnel for over 30 years and I know there are particular problems for them, not least the fact that being on a ship and out of contact can cause problems.

You need to let your solicitor know at the outset that you are in the Navy and what your movements are going to be. That way, the matter can be planned to suit your availability. It may be be necessary, for instance, for you to grant Power of Attorney to make it possible for documents to be signed on your behalf when you are away during the transaction.

Moving home is a stressful business. There are so many things that need to come together. Not least, it is a major commitment and you need to be sure that you can afford the payments and the process. Never be afraid to ask those acting for you for a full explanation of any part of the process or payments that you are being asked to make. It will be for the best in the end.

■ **Brian Bellinger is the senior partner of the solicitors Biscoe Cousins Groves of Waterlooville, Hampshire.**



FCL

CALL US NOW FOR FREE, CONFIDENTIAL DEBT ADVICE

FREEPHONE 0800 716239

REF: NN

Is this you?

DEBT PROBLEMS

Client A is in the Forces. His financial difficulties arose because of a series of unfortunate events over a period of a few years. Together with his partner he took out a mortgage to purchase a property and also various loans to pay for the deposit and furnish their new home. Unfortunately, the relationship was not long-lived and he was left with all the liabilities but only one income to service them. In order to survive he lived on credit cards and consolidated her borrowings with further loans. Eventually the situation became impossible and he turned to FCL for help.

DEBT SOLUTIONS

By this time, the total value of his unsecured creditors, i.e not including the mortgage and HP payments was around £21,000. We assessed his full financial situation and established that his monthly disposable income (i.e money left after paying the mortgage, household bills and living expenses) was £185. FCL were able to assist this client by preparing proposals to the client's creditors offering this monthly sum over a period of 5 years in ***full and final settlement*** of all his unsecured liabilities. This offer, of around 50% of the total debt was accepted by the majority of the Creditors and became legally binding on them all. As you can imagine this was a relief to the client who now felt able to make a ***fresh start*** in his life.

Moneywise

Prepare with care when you borrow

If you are thinking of a major purchase, the chances are you will also be thinking about finance to cover the additional expense.

Personal loans are an excellent way of turning your dreams into reality – for example, that special holiday you've always wanted, a new extension to your house, or that new car you have your eye on.

But although a personal loan should help you to budget for large expenditure more easily, it is important to make sure that you will be able to make the repayments without over-committing yourself to additional outgoings you cannot easily afford.

Before taking out any additional financial commitment, such as monthly loan repayments, it makes good sense to carry out a full review of your monthly expenditure compared with income to ensure you can afford to repay the loan.

This income-and-expenditure review should include just about everything you buy during the month – in addition, of course, to the major items for which you pay monthly. You should also budget for any other big bills you pay annually within your expenditure review.

If you then decide that a loan is the answer, it is important to use a reputable company to provide the finance. They should advise you on the most suitable type of loan for your needs, and provide you with a written quotation so that you can see exactly how much you will be paying each month.

But it is not just the monthly repayments you need to consider – it is also how and when the repayments are made. This is particularly important when you are in the Navy and likely to be sent to sea at short notice – or if you are stationed abroad. When this happens the last thing you want to worry about is notifying companies of your new address.

One way around that is to ensure that your repayments are collected from your bank or building society through a direct debit instruction. That will avoid arrears which could otherwise occur if any problems arise. But it is equally important to arrange for the repayments to be collected on a date that coincides with your salary being paid into your account.

Even if you do arrange for repayments to be made by direct debit, it is very useful to give authority enabling the company providing the loan to contact your partner, spouse or welfare officer, in case of any queries while you are away. If that is not done, even simple problems left unresolved can occasionally cause repayments to be missed.

In extreme cases that could eventually result in legal action being taken to recover the debt, and a County Court judgment being made against you. That would not only affect your credit record, making future loans more difficult to obtain, but could also jeopardise your future promotion prospects.

So, to sum up, it is important that any loan you take out is not only affordable but is repaid consistently each month. And, as an extra safeguard in case of any queries when you are away at sea, make sure the loan provider can contact someone you have authorised to deal with your account.

■ THIS feature was provided by Warrior Group Ltd, which in partnership with Naafi, offers financial services to members of the Armed Forces. Further information: From UK or Germany, call Warrior on freephone 00800 21222324. From other parts of the world, call on 44 1959 568969.

DEBT PROBLEMS
DEBT SOLUTIONS
ONE PHONE CALL
WELLBEING SERVICES. TEL 01329 515532
FREE DEBT ADVICE TO THE ROYAL NAVY
Web site address: www.wellbeingservices.co.uk

FORCES, EX-SERVICE PERSONNEL
WOUNDS? DISEASES? INJURIES?
CAUSED BY SERVICE?
also
INDUSTRIAL INJURIES, DISEASE AND PERSONAL ACCIDENT CLAIMS
You may be entitled to
COMPENSATION
CALL THE CLAIMS SPECIALISTS!!!
CALL FREEPHONE
0500 22 20 22 NOW!!!
THORN COMPENSATION SERVICES LTD • MARSH HOUSE
92A MARSHLAND ROAD • MOORENDS • DONCASTER DN8 4SZ



At Your Service

Over to You

Wilfred Speight, HMS Bermuda: Steve Ormerod is trying to trace three old shipmates of his uncle Wilfred, who is now 70. He served on HMS Bermuda 1944-46. The three names he remembers are Dick Stevens from London, Half-pint Gibson from Fleetwood and Derek Holden from Dudley. Any info about these people to Steve at 18, Lionel St, Burnley BB12 6RA, tel: 01282 411039, email *storm@lion.freeserve.co.uk*

Mobile Operating Naval Air Bases (MONABs): Tony Drury seeks reminiscences and photos from former members of the ships' companies of the ten MONABs and one Transportable Aircraft Maintenance Yard (TAMY) which operated in Australia, the Admiralty Islands, Hong Kong and Singapore during WW II and post-war. Contributions will be included in a MONABs website. Contact *tonydrury@monabhistory.madasafish.com*

Cornwallis: Seeking memories or photos of this 74-gun 1813-built wooden wall, a hulk at Sheerness until 1958. Contact Richard Holme, 57, Culverden Park, Tunbridge Wells TN4 9QU, tel: 01892 513144, email: *106033.476@compuserve.com*

Kenneth Mole, was Chef on HM ships Adamant, Theseus, Barrosa and Naval Wireless Station Horsea Island, and lived in married quarters there 1953-54. His widow Sylvia would love to hear from anyone who knew him or them. Write to 36, Royal Oak Road, Rowley Regis, West Midlands B65 8NX, tel: 01384 239296.

MTB 102, in July *Navy News*: Was this the MTB which rescued survivors from blockship SS Moyle, one lifeboat and one Carley float, out from Dunkirk Harbour at 0300 on June 4, 1940? Contact Harry Swanson, 2, Firtree Ave, Walkerville, Newcastle-upon-Tyne NE6 4TB, tel: 0191 262 6552.

C. Twycross: R. Marlborough has found a Bible which he would like to return to a relative of its original owner. The inscription reads: *Presented to C Twycross on leaving the Youth's Training Establishment, HMS Vivid. 24 November 1913.* Contact R. Marlborough on 01253 622679.

Landing Craft Crew Memorial, Ouistreham: Does anyone have any video footage of this day's events, the parade and unveiling which took place in June. Costs will be reimbursed. Contact Roy Phillips, 33, Riverside, Haggerston Castle, Berwick-upon-Tweed TD15 2PA, tel: 01289 381293.

HMS Wasp urton, 1961: Agena Evans seeks her uncle, Michael D. Hunt, born 1936 in Surrey, last known at Central Rd, Mordon, Surrey. His brother, Peter, born 1939, was also in the Navy. The parents were Matthew and Alice Hunt. Contact Agena at 60, Avery Lane, Gosport PO12 4SL, tel: 02392 583593, email: *evansd2@ukonline.co.uk*

Green Beret: Found in the Pavilion, a beret complete with brass RM Globe and Laurel, whilst attending Veteran's Week at Weymouth, June 18. Contact Bob Smith, 90 Marsden Rd, Marton, Blackpool FY4 3DU, tel: 01253 697610.

US Navy material: Tim Sanderson has a large collection of US Navy commissioning books and welcome aboard pamphlets and would like to swap for similar, any Navy. Contact Tim on 023 9282 2764.

Cap Tallies: Tony Luxton has tallies of HMS Hood, HMS Resolution HMS Centurion etc. These are not repros; he believes they were issued in Alexandria in WWII as a deliberate disinformation ploy. Any info to Tony, 16, Warwick Rd, Bude EX23 8EU, tel: 01288 355420, email: *barcadia@hotmail.com*

HMS Birkenhead: Dave Harding lives in a small village called Mcgregor, not far away from the coast where the Birkenhead sank. A small brewery nearby produces a lager bottled under the HMS Birkenhead label. He believed this ship was decommissioned as a RN frigate and converted to a troopship, and therefore was not HMS at the time she sank. When did the designation HMS first come into general use throughout the RN? Contact Lt Cdr Dave Harding (Retd), PO Box 55, McGregor, 6708, Western Cape, South Africa, email: *davewh@xsinet.co.za*

HMS Glory 1945-61: Ray Sands seeks anyone who served in this ship. He is trying to compile a list of the ship's complement requirement, full name, rank, number and possible photo, to be returned. Contact Ray, Greensleeves Cottage, 47 Oast Rd, Hurst Green, Oxted RH8 9DU, tel: 01883 713976.

I.J.J. or 'Taffy' Lewis served in DEMS as an AA gunner at the beginning of WWII, in SS Beaconlight, SS Clan Ferguson and SS Baltara. He also served in HM ships Greyhound, Javelin, Westminster and Loch Tarbert. If anyone has any memories of M.E. Lewis's late father, contact him at 70, Broadstone Close, Bransholme Estate, Hull HU7 6AZ, tel: 01482 830595.

Britannia Magazine dated 1933, also the Britannia lists for 1926, '29, '36, '38, and a 1937 RN College Greenwich menu are all available in exchange for any pre-1970 issues of the Shotley HMS Ganges magazine. Contact Vic on 0121 779 3525, email: *hocking@hocking61.freeserve.co.uk* or 37, Wayside, Marston Green, Solihull B37 7AY.

HMS Dundee: Early in 1939 Cecil Mumby went 200 miles up the Orinoco River – has any warship been up there since? He also served in Vernon, when they were bombed out and moved to Roedean and St Dunstan's at Brighton. He wants to know if any other Naval barracks at Portsmouth, Chatham and Devonport were also bombed out? Contact Cecil at 2, Manning Ct, Eastbury Rd, Oxhey Park, Watford WD19 4PX, tel: 01923 252373.

RN Land Rover reg 90 RN 32: Graham Measures is trying to trace the RN service of his Land Rover. The papers were stamped by Portsmouth and he believes is was maintained at Hilsea. Contact Graham at Grove Corner Cottage, Knapton, North Walsham, Norfolk NR28 0RS, tel: 01603 684348, email: *grahammeasures@x-stream.co.uk*

HMS Dainty: Tony Loader seeks photos and info on the Dainty, a D-class destroyer, and its sinking on February 24, 1941, off Libya, near Tobruk. Tony's uncle survived the sinking. Contact Tony at 19, Nemesia Avenue, Caringbah, 2229, NSW, Australia, email: *tonyloader@smartchat.net.au*

Capt Phillip Masterton-Smith: Would he or anyone knowing where he is, contact Wilf Aldridge re his visit to the Japanese Navy cemetery grave of Seaman George Tibbins at Kure, possibly in 1992. Tibbins was drowned off Miyajima, near Hiroshima, in April 1907. Wilf is doing research for Kure City Council. Contact him on 01603 433259, email: *wilf@aldridgew.freeserve.co.uk*

HMS Victorious, June 1963 to November 1964: G. Sketcher would like to replace the commissioning book; the ship was in the Far East for 18 months, and the captain was Peter Compston. Contact G. Sketcher, Court Mews, Southcourt, Deal, Kent CT14 7AN.

Amber Bill: Lyn Galpin has a quart pewter tankards inscribed *Amber Bill from his friends in the Royal Navy 25 2 57.* Who was Amber Bill? Contact Lyn at 43, Hawthorn Grove, Combe Down, Bath BA2 5QE, tel: 01225 834690, email: *Darren.Galpin@virgin.net*

Muncaster Castle: R.J. Wilson seeks a photo of this vessel, believed to have been converted to a troop carrier and sunk off Freetown in 1942 by a U-boat. Contact him at 5, Church Close, Marchington, Uttoxeter, Staffs ST14 8NQ, tel: 01283 820668.

Recruitment poster: R. Parkinson seeks a copy of a photo taken of AB Lester Sumner, taken on board HMS Rodney at Southend in 1937 and used as a recruitment poster for the RN. Contact R Parkinson, 93 Bright St, Leigh, Lancs WN7 5QN, tel: 01942 703589.

John C. Block: S.J. Block seeks Service info and memories of his father, who joined at HMS Collingwood in September 1941, and served in HM ships Dinosaur, Copra and Victory before release in 1946. Judging by some of the photos, he spent some time in the Med. John was butcher in Civvy Street in the Thornton Heath, Croydon area. Contact S.J. Block, 83, Holmesdale Rd, London. SE25 6JH, tel: 020 8771 0512.

AB Leslie Norman Brown: Seeking descendants of AB Brown, born 1908, of Forest Green, in the Navy 1924-31. Irene Taylor has photos taken by him in the Navy, including RN ships, all named and dated, and aspects of shipboard life, which she would like to pass on to his family. Contact Irene at 19, Millers Rd, Glengarry, Tasmania, Australia 7275, email: *aitaylor@iprimus.com.au*

HMS Kempenfelt: Does anyone know the whereabouts of the ship's bell? She was based at Simonstown in the 1950s and decommissioned about 1956. Fiona Barnett was christened on board in July, 1951, and she believes her name, Fiona Mcnellan, to be engraved on the bell. Contact Fiona at 17, The Riggs, Fort Augustus, Inverness-shire PH32 4DF, email: *fiona.barnett@freeuk.com*

Dockyard, Malta: Alan Keighley seeks info on RN chapels in Malta Dockyard. Almost no records survive. Info on location, furnishings, memorials, chaplains etc, contact Alan at 13, Coleshill Place, Bradwell Common, Milton Keynes MK13 8DG.

HMS Achilles, Battle of the River Plate: Jim Turnbull seeks info or relatives of S/PO Ernest Pearson, as he has an album and personal photos and papers Ernest which he would like to pass on. Contact him at 230, Nayland Rd, Stoke, Nelson 7001, NZ

HMS Gannet, Changsha 1933 is the engraving on a Chinese half-pint pewter tankard owned by Mr T. Merrett, who wants to know anything about the ship and her reasons for being there. Contact him at 12, Dorset Rd, Wollaston, Stourbridge DY8 4SZ.

The Atlantic Star 1939-45 is the title of a book, a copy of which has been acquired by Mr S. G. T. Beard (ex-WO2 RA), Regent Rd, Lower Howsell, Malvern, Lincs (tel Malvern 565700). It has been autographed by PO Wren Constance Pearn – who is mentioned in the book – and her husband, Donald. Mr Beard would like to pass on the volume to a member of the Pearn family.

Le Candeliere was a French WW2 warship in which Ernie Upham served as an RN telegraphist. His cousin, Jack Burchett, 20 Lancelot Rd, Welling, Kent, DA16 2HX (tel 0208306 0488) would like to know the wartime history of the ship and more about his cousin, a Royal Oak survivor and D-Day veteran with whom he lost touch when Ernie later joined the South African Navy.

At your Service entries

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: *edit@navynews.co.uk*. If you are sending your notice in via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least three months (preferably four) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

Calling Old Shipmates

HMS Sirius C82, Dido class cruiser: FNG (Freddo) Thomas, High Angle Gunnery Control Officer, would like to contact old shipmates from 1944-45. Tel: 01477 532712.

HMS Amazon 1982: Jock Hart seeks Jock Cullen, who lived at Whitburn, Scotland. They went to Singapore together, but Jock Hart went home with a broken wrist and hasn't heard from him since. Contact Jock Hart, 23, Bunny Park, Lockwood, Huddersfield HD4 5HH, email: *james.hart1@ntlworld.com*

POMEM(L) Andy ('Scouse' or 'Dick') Barton: Left the RN in 1990 after 12 years, emigrated to Australia, and wants to contact old friends, including WEMR Ian Hill, HMS Glasgow around 1988, also anyone from Jupiter, Bristol, Fife and Glasgow. Contact him at *andrewb@sensormatic.com.au*

HMS Hornet 1944-48: 'Squibs' Cartridge seeks news of CPO Lewis 'Taffy' Jeffries/Jeffreys or any relatives. Taffy, last heard of in Gosport area, 1948, had a twin brother who was Padre at RNB, Portsmouth in 1953. Squibs is not in the best of health. If anyone can help, contact Mick Hart, 14, Western Ave, Didcot OX11 8DX, tel: 01235 519699, email: *Michael430@breathemail.net*

HMS Cygnet, Mediterranean Fleet 1951-53: Pat Compton-Cook seeks ex J/Sto Tony Crew. Contact Pat on 01406 422539 or write to 11, Branches Lane, Holbeach, Spalding PE12 7BE.

HMS Mercury 1950-51: Classes N11, the RN's first Communicators and their 'Concert Party', 610. Len and Fran Patten still enjoy good memories and still have the biscuit barrel – tel 023 8073 3576.

HMS Belvoir: Dick Spraggs seeks old shipmates 1942-43, Eastern Med. Visiting UK Sept, Oct. Contact 17, Charles Crescent, Hamilton, NZ, tel: 00 64078 496285

William Haines was in Devonport Barracks when WWII broke out, and served in Jaguar operating from Immingham, Channel, Dunkirk, Crete, Atlantic, Med. etc. Any shipmates, including Ginger Milne, Ford, Ian Hope, Foster and Mick Boucher, should write to 1, Triller Place, Ingleburn, New South Wales, 2565, Australia.

HMS Dalswinton, HMS Osprey 1958-59: Would Norman 'Stan' Shepherd please contact 'Dick' Waite on 01472 210024.

HMS Hermes: Steve 'Ginge' Mullins seeks anyone who was in HMS Hermes between 1967-70 and HMS Valiant from 1970-73. He was a baby stoker in Hermes in 5N1 mess and a killick stoker in Valiant. Contact Steve at *srmull@vossnet.co.uk*

HMS Rooke: Wilf Rooke, ex LREM or LOEM at HMS Rooke, July 1978-79. Contact 'Tugg' Wilson at *bjwilson@cwcom.net* or at 33, Westfield Ave, Fareham PO14 1DP, tel: 01329 312951.

HMS Raleigh, Cunningham 49, 1979: Seeking class members, medics and stokers, also class instructor POMEM Lyneham. Contact Steve Kay, 0161 661 0172, email: *stephen@kay5762.freeserve.co.uk*

HMS Ajax 1943-46: Bungy Williams seeks three stokers – King, Grundy and Cockman, who made up the whaler crew in Piraeus Harbour with Bungy and Tug Wilson. Contact Bungy on 01843 595335. Tug and Bungy are already in regular contact.

Victorious (Carrier) 1956 onward: Are there any ex-Victorious ship's company (especially stokers) interested in forming an association? Contact Brian Randall on 023 9235 7878, email: *blacky@cwcom.net*

David Cross, who served in HMS Diligence in 1955: If anyone knows the address or telephone number of ERA4 David Cross, who lived in Poole, please contact ERA4 'Sharky' Ward at 01926 859081, or write to 38, High St, Kenilworth, Coventry CV8 1LZ.

HMS Ashanti 70-71: Ex-LRO(T) Bob Boynton would like to make contact with all ex-comms rates, especially 'Sharkey' Ward, Dave Mason, Yeoman Sandy Sandham, PO(RS) Merv Hutchins, LRO Dave Nicholas and others. Contact made with Keith Bilney. Contact Bob, 26, Keston Way, Raunds, Northants NN9 6RR, tel: 01933 623988, email: *caz_bob@noton69.freeserve.co.uk*

HMS Ark Royal: Gary Pritchard seeks Craig (Crash) Evans and any other radar operator between 1986-89. Craig came from Guisborough in the north-east. Contact Gary on 0131 654 0067, write to 1, Brixwold View, Bonnyrigg, Midlothian, EH19 3FA or email *gary.pritchard@quista.net*

HM Submarine Andrew: Seeking Chris Pidler, Jock Thompson, Singapore 1962, Dick Sargeant, SM7 spare crew, Tom Pirie, and Sandy Powell, from HM Submarine Aeneas 1964, for a possible get-together. Contact Tom Sawyer, 318, Riverside Drive, Oakville, Ontario, Canada L6K 3N4.

HMS Wakeful 1949-50, HMS Chevron 1953-54: Ron Miles would like to hear from old shipmates. Write to 23, Swale Rd, Cove, Farnborough GU14 9NH, tel: 01252 663330.

HMS Jamaica: Looking for Colin Chandler (mess 29); he and Brian (Charlie) Howard were messmates 1954-56. Contact Brian at 110, Barclay Rd, Heartsease, Norwich NR7 9QT.

Harry Rowlands: Ed Thompson seeks Harry, ex HMS Consort 1954-55 commission, Far East Station. Contact Ed at 'Tyn-y-Mynydd', Llanfechell, Anglesey, North Wales. LL68 0UE, tel 01407 710616, email: *Joseph.Thompson1@btinternet.com*

HMS Vidal, survey ship, all commissions: Looking to arrange a reunion and form an association for Vidal crew members. Contact Dave Parker, 11a, Telferscot Rd, Balham, London SW12 0HW, tel/fax: 0208 673 5392

Andrew J.S. Hale: Simon Dennis seeks an old college bud, last seen at RNAS Culdrose in 98-99, possibly working on one of the carriers. Contact Simon on email: *Simon.Dennis@Raytheon.co.uk* or write to Raytheon Systems Ltd, The Pinnacles, Harlow, Essex CM19 5BB.

HMS Fisgard, Artificers class S59: Les Robinson seeks other members of this class. Contact Les c\o DPC Pouch Mail, Conoco UK Ltd, Park House, 116 Park St, London W1Y 4NN, email: *lesrob@emirates.net.ae*

Martin L. Hedington (Hedders) served in Blake, Hampshire, Ariadne, Commcen Mauritius, Norfolk (Exocet trials crew), Collingwood (ship's company) and Excellent. Served 1967-78, and wishes to contact any old oppos via email: *tv2h@global.co.za*

HMS Royal Arthur: Class 102, 1945. 50 in class. Contact Ian (Janner) Wicheard on 01249 714517.

Ian 'Scouse' Boyle, ex-Naval Airman, sought by Joe Farrington. Last seen in RFA Gold Rover. Contact at HMS Nelson on 9380 24127 or 22083 or 023 92 722083.

HMS Widemouth Bay 1944-57: 61 former shipmates are in touch. Contact Bob (Topsy) Turner, 17, Mill Way, East Grinstead, West Sussex RH19 4DD, tel: 01342 323801, email: *reg@rudgwick2b.freeserve.co.uk*

Wiliam Holland, who rejoined in 1947 and served in HMS Warrior, Indefatigable and Eagle 1948-53. Contact G.R. Stone, 17, Palmgrove Court, Palmwoods, Queensland, 4555 Australia, tel: (07) 5445 0919.

HMS Pelican 1954-55, South Atlantic Commission: Calling Fred Stonier, Stan King, 2nd Port wheelhouse crew. Also Reg Chambers (Coxn) and Jas Cooper (Pogi) plus any of the gunners party. Contact Bungy Williams, 21, Ashurst Rd, Ash Vale, Aldershot, Hants, or tel: 01252 313071.

HMS Ganges 1933-34, Sparkers or Buntings: Anyone remember 9 Mess Instructors CH Yeo Dempster and PO Tel Herbie (?). Give Eric B. Perkins a call on 01323 895204.

HMS Cleopatra: Anyone who served in the frigate or cruiser interested in joining the association, including wives, should contact CPO Warwick Franklin at the Armed Forces Careers Office, Mount Wise, Devonport, Plymouth PL1 4JH, tel 01752 501787.

HMS Duke of York: Where are the 'Jack Dusties' and 'Scripes' from Mess 73? Who was on board during the Japanese surrender in Tokyo Bay, September 2, 1945? Dennis Wright, Lance Parkinson, John Goddard, Les Boulton, Smithy, Ed Bolton, Hurley, Stanley, Bellerby, John Denham, Plumridge, Tiffin, John Pullan, Harold Williams, John Tighe, Alan Dennett or anyone else from the ship, contact R. Draper on 01928 725175.

HMS Cassandra Association seeks new members, especially from 1959-66 commissions. Details from Bob Shead, 9, St Albans Drive, Sheffield S10 4DL, tel: 0114 230 7007.

Cy Petrie: If anyone knows the whereabouts of Cy Petrie (JP), last heard of at Faslane in 1999, please contact Lez at *mdawson@nextcentury.com.au,* or ring Australia 02 9670 5854.

HMS Boxer: Members of 3HA Mess from May 92 - February 93, especially Tony Knowles, Smudger, Vic, Tango, Raquel. Contact *grahamy@madasafish.com*

SD36 - BRNC April-August 1986: Lt Cdr Steve Horrell recalls an agreement to hold a reunion. Suitable venue and date to be decided but probably South Coast. Any course members or staff interested in a reunion in Spring 2001 should contact Lt Cdr Steve Horrell, c/o Wardroom, HMS Collingwood, Newgate Lane, Fareham, Hants, or email: *hair@tinyonline.co.uk*

HMS Tiptoe 1944/46: If there are any of the maiden crew around, contact John Haworth (Blackpool Jack), 48, St Clements Ave, Farington, Leyland, Lancs PR5 2QU, tel: 01772 456107

HMS Brave: Officers, senior rates and ship's company who served in the Gulf War, a reunion for the tenth anniversary is planned for Gosport RNA next February. Contact Chris Seager, 023 9264 8628 or email: *christalrose@cwcom.net*

Reunions

September

HMS Birmingham Association: All commissions. Ex-crew members (cruiser or destroyer) interested in a reunion at the Nautical Club, Bishopsgate Street, Birmingham B15 1ET, should contact Alec Wright on 0121 643 9475 between 1100 and 1430 or email: *nautical@lineone.net*

HMS Newcastle (1952-58), the Far East years: If you served on the Far East Station join the fifth reunion at the Home Club, Portsmouth, on September 16. Contact Ray Young, 109, Westernmoor, Washington, Tyne and Wear NE37 1LT, tel: 0191 4167959 or email: *ryoung25@compuserve.com*

HMS Diomede reunion on September 16 at the Holiday Inn, Leicester (tel: 0116 253 1161). Details from James M. Fairlie on 01455 286480.

HMS Wildgoose: All crews, all commissions are invited to meet annually, talk over old times and 'up spirits'. Contact Len Goodwin on 01304 330130 for details of next reunion on September 29.

October

The Aircrew Association reunion and AGM at the Moat House Hotel, Liverpool from October 6-8. Details from Don Cox, 2, Handborough Park, Charlestown, Weymouth DT4 9TP, tel: 01305 781171.

HMS Plymouth (F126) Association reunion October 7, all commissions. 1200-1440 (on board) East Float Dock, Birkenhead, 1930-0100 (Social) Police HQ, Canning Place, Liverpool. Details from Martin Slater on 01512 866992.

HMS Jaseur 1950-53: Get-together on October 14 at Hillmorton Manor, Rugby. Details from J. Squires, 22, Longcroft Lane, Welwyn Garden City AL8 6EA, tel: 01707 322912.

HMS Endurance Association reunion on HMS Endurance at Portsmouth Dockyard on October 19. To join the association contact Bill Baxter at 17, Sherwood Drive, Exmouth EX8 4PX, tel 01395 274414, email: *william@baxter51.freeserve.co.uk*

HMS Ajax and River Plate Veterans Association reunion at King Charles Hotel, Gillingham on October 19. Details from Jack Quaintance at 10, George St, Harwich, Essex CO12 3ND, tel: 01255 502007.

HMS Sirius 66-93 reunion in Plymouth on October 21. Details from CPO(S) Pam Ayres on 01752 774020 or 023 9272 2445, Tue to Thurs.

HMS Belfast Association reunion and Trafalgar Night Dinner on board in the Pool of London,October 21. Details from Ted Hill on 01708 341803.

HMS Surprise: At the Naval Club, Mayfair, London, on October 26, a buffet lunch for all officers, men and those with close ties to the ship. Contact Trevor Wand on 01279 843261 for details.

Nee Soon Sub Aqua Club, Singapore 1964-70 reunion takes place at Plymouth on October 28. Details from Mac McGowan on 01722 338904.

2001

HMS Ceres (Wetherby) Supply and Secretariat Training Establishment 1946-58: A second reunion is planned for 2001. All interested parties (all branches), please contact Richard Knight, 41, Glenfield Ave, Wetherby LS22 6RN, tel: 01937 581404.

Z-Class Destroyers Association: From info on the 2001 reunion, to purchasing association blazer badges, ties, lapel badges and car stickers, please send (stamp) to: Steve Baker, 19, Quantock Way, Bridgwater, Somerset TA6 7JZ, tel: 01278 451418

March 2001

HMS Pelican 1954/55 South Atlantic Commission: Proposed reunion for March 2001. All rates and ranks welcome. Contact Bungy Williams, 21 Ashurst Rd, Ash Vale, Aldershot, Hants, tel: 01252 313071, or Graham Davies, 28, Spring Lane, Horse Path, Oxford, tel 01865 872439.

HMS Protector Association reunion in Gosport on March 17. Contact Bill Bartlett on 01202 480767 for details.

HMS Collingwood Association reunion, March 30 to 2 April at the Trecarne Hotel, Babbacombe. Contact Mike Crowe, 7, Heath Rd, Lake, Sandown, Isle of Wight PO36 8PG.

April 2001

HMS/M Vandal and HMS/M Untamed, Memorial weekend will take place between April 20-22 at Dunoon and Lochranza. Details from Lt Tony Ford, Squadron Ops Officer, 1st S/M Sqdn, Belmore House, HMNB Clyde G84 8HL, tel: 01436 674321 ext 7260, or email: *AFORD442@aol.com*

May 2001

HMS Opossum (F33, U33) Association reunion at the Trecarn Hotel, Babbacombe, from May 18-21. If you served on this A/A frigate at any time contact Harry Catterson on 01642 881770 or e-mail: *opossumf33@ic24.net* You can find more at *http://www.opposumf33.freeserve.co.uk*

June 2001

HMS Hunter Association/807 Squadron FAA: If you served on Hunter (any commission), or with 807 Sqdn (1940-62), join the fifth reunion in June 2001. Details of association and reunion from Jack Preece, 1, Melrose Drive, Cannock, Staffs WS12 4LU, tel: 01543 422759.

July 2002

HMS Cavalier 1970-72 commission: A reunion to celebrate the 30th anniversary of paying off the ship for the last time will be held over the weekend of July 6-7, 2002, in the Chatham area. Contact David Thompson on e-mail *tiffy@resting.screaming.net* or tel 01934 520216 for inclusion on the mailing list.

Medals found

MEDALS found in a bush in Peterborough are believed to belong to a former Naval man or his family.

The medals were found in a small, blue suede pouch in the Ravensthorpe area. They include a 1939-45 Star, a France Star and Germany Star, and two Korean War medals, one of which bears the name C. Westt and the service number F/JX801585E, identifying the recipient as a Naval signaller.

The medals, which may have been stolen before being discarded, are now at Bridge Street police station, Peterborough (tel 01733 563232).



A new ship joins the fleet

Now it's available for your reunion

Why not hold your reunion at sea? We can offer you an exciting choice of routes, catering options and entertainment. On your two-night CruiseBreak, enjoy first-rate service, a comfortable en suite cabin, two excellent all-you-can-eat buffet breakfasts and a welcome drink. We'll even take you sightseeing. All this from just £71 for our standard package. We can arrange a visit to our bridge and engine room, at the captain's discretion.

It's your reunion, so you decide how you do it. We can provide relaxed smörgåsbord buffets, cater for splendid gala dinners in a private room, with wine and liqueurs, and tailor a host of other packages to suit your needs, party size and your pocket.
For more details contact Sylvia Leslie on 01255 243 243, who will be happy to put together a package specially for you. Go back to sea with DFDS Seaways.

GERMANY • DENMARK • SWEDEN • NORWAY • HOLLAND

DFDS SEAWAYS

Motoring with Glynn Williams



● *Honda's new CR-V – one of the best-value vehicles in its class.*

Honda's honed sports utility is super value

Three years ago Honda created one of the first sports utility vehicles when it entered the four-wheel drive market with the CR-V, and now it's been made even better. The result is that it is one of the best-value wagons in its sector, priced from just over £17,000. One of the key features is its dual pump, 'real time', all-wheel drive transmission system.

This normally drives only the front wheels, but automatically engages to drive the rear ones, too, when the going gets slippery or tough off-road – just when you don't want to be fumbling with extra levers and buttons.

Most of the time it behaves like a normal front-wheel drive car, with the smooth performance given by a Honda petrol engine, and refined, stable, nimble handling, with a comparatively low roof-line despite high ground-clearance.

It also enjoys excellent fuel economy in this class, averaging just 29.1mpg for the manual version – a return barely penalised if the automatic gearbox is opted for, with 28.5mpg on the combined cycle for a range of nearly 400 miles.

This is with the new, two-litre engine which produces 145bhp, nearly 25 per cent up on the previous power plant, ripe for 0-60mph in about ten seconds and 110mph top-speed potential.

It means that the CR-V is a neat mover for a roomy, five-door, five-seater which has all kinds of practical features in a high-standard specification including anti-lock brakes with electronic brake-force distribution, power steering, electric mirrors, dual airbags, and air conditioning.

The £18,505 ES model tested adds alloy wheels, roof rails and other details like front-seat armrest.

It is roomy and comfortable, yet the 50:50-split rear seat can fold down into the floor for a big, clear loadbay, unhindered by the spare wheel which mounts low on the tailgate, out of the driver's sight.

The tailgate is split, and opens either with an interior lever or using a button on the remote central locking key fob, which releases the top-hinged glazed section while the metal door hinges sideways.

Another innovation carried through from the original is a very practical plastic 'bowl' under the floor where you might expect a spare wheel, which is ideal for either concealing valuables or simply storing muddy boots or wet swimming gear.

The cover is another useful thought – a picnic table with folding steel legs that even has a hole for a parasol!

CAR FACTS

MODEL: Honda CR-V ES.

PRICE ON ROAD: £18,505.

ENGINE: Two-litre petrol injection producing 145bhp, 134lb/ft torque at 4,5000rpm.

TRANSMISSION: Five-speed manual change; real-time four-wheel drive engages automatically when needed.

PERFORMANCE: 0-62 in 10.5secs. Top speed 110mph.

FUEL ECONOMY: Combined cycle 29.1mpg.

INSURANCE: Group 10.

£46,300 will buy you this 4WD BMW

BMW has announced prices for the four-wheel-drive X5 sports activity vehicle which goes on sale next month.

Not cutting any corners, the X5 4.4I will have an on-the-road price of £46,300, the Sport version £47,465.

BMW, which recently sold Land Rover to Ford, says the vehicle offers "a level of on-the-road responsiveness and handling unmatched by its rivals, with high levels of safety, security and luxury car equipment."

This will include drive and passenger front, side and head airbags, and BMW's technologically-advanced hill descent control.

It adds: "The X5 combines the renowned driving dynamics of BMW's sports saloons with the capability to handle the majority of off-road driving situations that most BMW customers will confront."

Daihatsu's give-away

DAIHATSU is giving away £1,500 worth of extras on its one-litre, five-door Cuore-plus, with the inclusion of free automatic transmission and air conditioning on the UK's most efficient petrol car.

The special campaign, with the car priced at £7,345 on the road, runs until the end of September.



Hot looks with cool insurance

IT'S X-registration time – and among the exciting new models is this racy-looking two-litre Galant Sport from Mitsubishi.

Exterior styling, with body kit and 17in, 12-spoke alloy wheels, mirrors the "hot" Galant VR4, giving all the looks without insurance penalties.

Saloon and estate are available with manual transmission, the £17,295 saloon clocking 0-62mph in 9.7 seconds and 131mph top speed.

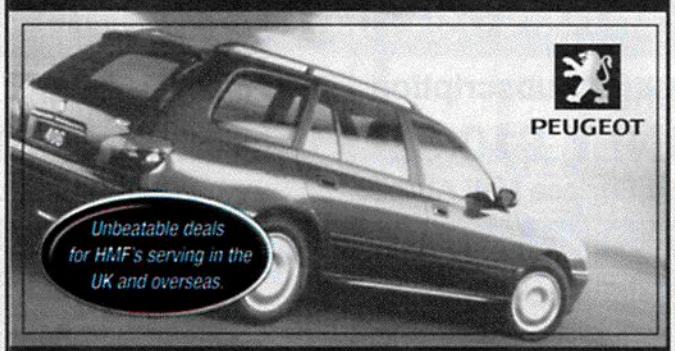
DISCOVERY WINS SIXTH AWARD

THE Land Rover Discovery has won another major award, voted the best 4x4 off-roader in the *Auto Express* New Car Honours.

The seven-seater Discovery ES 4-litre V8 was put through its paces by a team of experts who concluded it was "the most confident, comfortable, smooth ride both on and off-road."

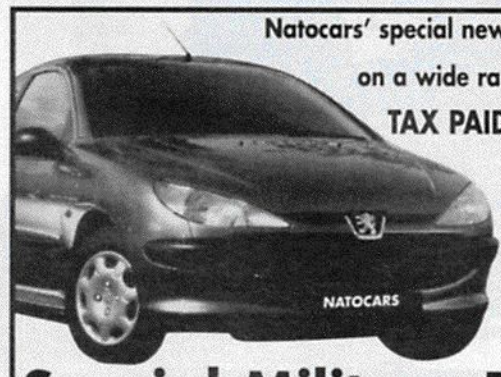
This is the sixth award since the new Discovery was launched in 1998.

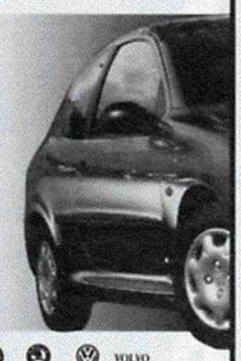
FREE MILITARY KIT, PERSONAL ACCIDENT OR DEATH COVER INSURANCE WITH OUR
FORCES direct Motor Insurance
● Preferential rates and exclusive schemes for H.M. Forces
● Immediate cover and monthly payment schemes
● Open 365 days a year.
● 8am–10pm weekdays, 9am–6pm weekends
www.forcesdirect.co.uk
0800 074 9402
Forces Direct Insurance Service Ltd, The Manor House, 10 St Margarets Green, Ipswich, Suffolk, IP4 2BS
Tel: (01473) 211951 Fax: (01473) 213898 email: sales@forcesdirect.co.uk
ISHB

RANGERS MILITARY SALES


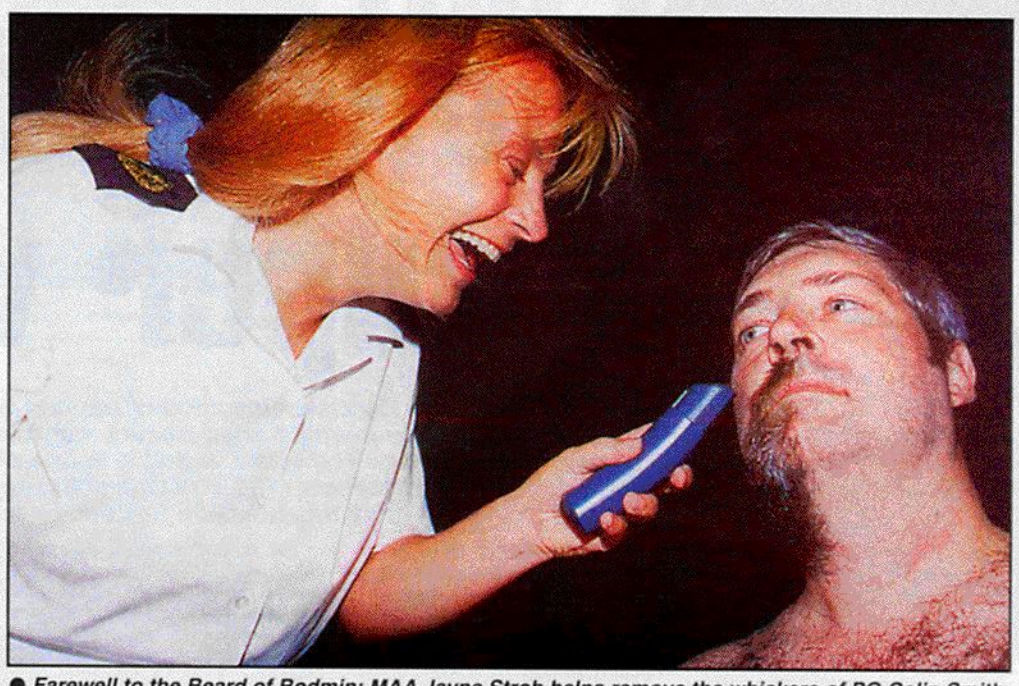
For your free information pack on how to purchase a new peugeot at special tax free or concession tax paid prices.
Click On - www.peugeotmilitarysales.co.uk
or call UK 01980 653434 to order by telephone

ROVER
THE NEW ROVER 25
From £7,485 in the UK
Take advantage of our Royal Navy prices
Park Lane
0207 - 514 0400

Natocars' special new car discounts on a wide range of makes, TAX PAID for UK use or TAX FREE for export, offer you


Special Military Prices
on 100's of new cars
PLUS
• Best rate part exchange
• Low rate finance
• Discount insurance
and you will enjoy the NATOCARS' renowned 'take care of it all' service
Can you afford not to buy from NATOCARS? Call us NOW!
Tel: 01278 455555

NATOCARS
For People Who Drive A Good Deal!
Wyld's Road • Bridgwater • Somerset TA6 4BH
Tel: 01278 455555 • Fax: 01278 450396
www.natocars.co.uk • E-mail: sales@natocars.co.uk (Please give full postal address)
NN/PEU 4

Sailors boost shelter



● *Farewell to the Beard of Bodmin: MAA Jayne Stroh helps remove the whiskers of PO Colin Smith, of Bodmin, on board HMS Cornwall, flagship of Naval Task Group 2000. The shave, on the frigate's flight deck, took just seven minutes to remove the 21-year-old beard, but raised £850 for the ship's charity. Colin is now desperately trying to grow the beard back "so that my wife will stay with me and my children will recognise me."*

Picture: LA(PHOT) Mark Hipkin.

MEMBERS of Naval Task Group 2000 have been rolling their sleeves up to help a children's shelter in the Indian city of Mumbai, formerly Bombay.

Sailors from frigate HMS Sutherland and destroyer HMS Newcastle gave up free time to redecorate the Anchorage Street Children's Refuge, which provides shelter for many of the city's street children.

As well as painting the refuge, the sailors also presented a cheque for £230 to the project's sponsor, Duncan Grant.

This money was raised by a number of sponsored events held on HMS Sutherland, including a chest shave by LS Samuel Scott.

The task group has been working its way through the Asia Pacific region, exercising and hosting defence industry events.

Sutherland is now on her way to Australia, New Zealand and a visit to the remote South Pacific outpost of Pitcairn Island in company with tanker RFA Bayleaf, and will not meet up again with the remainder of the task group until exercises with the United States Navy off Hawaii at the beginning of next month.

A talent for skydiving

A DOZEN submariners from HMS Talent showed their skills in a different environment – and raised £1,000 for charity.

CPO Bernie Burnett chose to support the National Association for Colitis and Crohn's Disease as he had seen a close friend suffer since the early 1980s, and decided a parachute jump would be of interest to his colleagues.

The initial 36 volunteers soon reduced to 13 who, with help from welfare funds of the boat and the Second Submarine Squadron, attended the course at the Joint Parachute Centre, Netheravon.

Although the prospect of falling 3,500ft from a perfectly serviceable aircraft persuaded Bernie to decline the offer of jumping, the other 12 came down with differing amounts of enthusiasm.

Boats away

THE ANNUAL charity boat pull at Devonport has raised more than £2,500 for the Devon Air Ambulance – and the final total could be closer to £3,000.

The event, hosted by the RN Provost HQ, Plymouth, saw seven teams of five rowers pull from Jupiter Point to the Devon side of Saltash Passage, and the Fire Brigade took the honours, watched by a crowd of around 300.

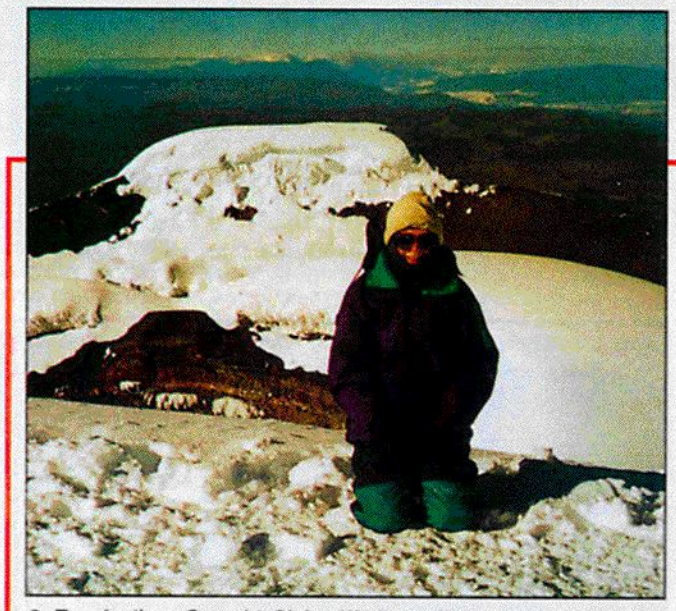
SHAPE team on strike

NAVAL cricketers in Belgium helped raise more than £150 for a local children's home.

Club captain LWTR Matt Hayes played a pivotal role in organising the SHAPE (Supreme HQ Allied Powers Europe) International Cricket Club's annual six-a-side tournament. Other RN staff who play regularly include Capt David Freeman, the Commanding Officer, RN Element, SHAPE, Lt Cdr Peter Brown and LWTR Bob Champion.

The Holgate Trophy tournament, organised to introduce international staff to cricket as well as raise money for charity, provided 10,000 Belgian francs for a boys' home in Mons.

The RN element at SHAPE stands just over 50 strong, with more than half being senior or junior ratings.



● *Top feeling: Surg Lt Claire Wade, well-wrapped against the biting cold, stands on the volcano Cotopaxi in Ecuador.*

Baton for Britain

NAVAL establishments in the South-West were praised for their contribution to the Island Race, a 4,558-mile charity relay round the British coast.

WO Nick Carter of HMS Drake oversaw the arrangements for Stage 41, covering the 54 miles from Salcombe to Looe, which was split into five legs and backed by Plymouth Gin.

Runners from CTC Lympstone started the stage, handing the baton on to a team from Britannia Royal Naval College, Dartmouth, followed by RMB Stonehouse, HMS Drake and HMS Raleigh.

The teams of six were predominantly serving personnel, and there were generally three on the road at any one time – although the Royals ran as a team, in step, in uniform.

Downs trek aids Gurkhas

TRAILWALKERS from HMS Collingwood helped boost the Gurkha Welfare Trust by walking part of the South Downs Way.

Four teams from the Fareham training establishment completed the 100km Trailwalker 2000 challenge, from Queen Elizabeth Country Park to Brighton racecourse, raising £360 for the trust, including entry fees.

The event, first established by the Gurkhas in Hong Kong as a military exercise in 1981, is now an international event for Service and non-military teams, with more than 2,500 people taking part worldwide.

Each Collingwood team of trainees included one senior rate, and they finished in times ranging from 16h 39m to 25h 1m. A Gurkha team was fastest, clocking 10h 33m.

Claire gathers volcanic cash

A NAVAL medical officer who trekked to the top of the highest active volcano in the world has raised more than £700 for a children's charity.

Surg Lt Claire Wade was in a group of 17 who flew to Quito in Ecuador in preparation for the climb up Cotopaxi.

After a couple of days of sightseeing and some introductory treks, the party set off.

"The first two days were hard, steep, rainy and very, very muddy," Claire said. "Thigh-deep in mud at points, I wondered quite why I was in Ecuador and not in Crete."

Claire's medical skills were called upon when altitude sickness and a number of minor illnesses broke out among the trekkers and their guides, and she was even required to do a bit of emergency dentistry en route.

The final climb to the 5,897m summit of Cotopaxi was gruelling, but three teams of three, roped together for safety, were successful – including Claire's.

Although it took more than six hours to climb, the descent was over in around 90 minutes, and the party then had two days to relax.

The trek is expected to feature in the next series of *Wish You Were Here?*, to be televised from December.

The money raised by Claire will go towards the Starlight Foundation, which grants particular wishes for seriously ill children, such as a flying lesson. The foundation is also involved in hospital projects, including multi-sensory rooms and Starlight fun centres.

In Brief

ACCIDENT victims in Hampshire will benefit from £2,405 donated by HMS Dryad.

The cash, raised by the Plotting and Radar Instructors Association, led by WO Paul Phillips, and topped up by the establishment's own charity chest, was given to the country branch of BASICS, the British Association for Immediate Care, 30 doctors who specialise in treating victims at the scene of accidents

PERSONNEL from HMS Leeds Castle raised more than £1,000 for Kent Air Ambulance when they cycled 486 miles from their ship in Rosyth to Leeds Castle in Kent.

The riders from the patrol ship also collected funds for the Scottish Aberlour Child Care Trust and the children's ward at St Mary's Hospital, Portsmouth.

THE WARRANT Officers and Senior Rates mess at HMS Collingwood donated £100 and a selection of indoor and outdoor games to the Peter Pan Club of Gosport, which provides a Friday evening venue for children with learning disabilities to undertake leisure and recreational activities.

RESERVIST Mike Souter raised just under £3,500 for Mencap on a bike ride in China – but isn't planning on repeating the trip.

Lt Cdr Souter and around 100 others cycled 350 miles in five days, from the Great Wall of China to Beijing, but he said it was hard work.

"Living and training in East Anglia and then going to a place like China, which is, generally speaking, quite mountainous, made it very testing," said Mike.

"It was a huge success, but very much a one-off."

HMS KING Alfred retained their title as best RNR unit in the 12km Chichester International March – and raised £400 for their adopted charity, St Dunstan's.

The nine-strong team from the Portsmouth unit was led by Lt Mark Wakeford.

Lt Cdr Rodney Duggua, the unit's New Entry Training Officer, completed the 40km Iron Man course in a creditable six hours.

MEMBERS of the RN Outdoor Leadership Training Centre raised £1,244 on their annual charity bed push, organised by LPT Jules Werner. They travelled the 16 miles from Usk Inn, Talybont, to Abergavenny town centre in around three hours.

Ship of the Month Photographs

Build an exciting and interesting collection of photographs of ships of the Royal Navy

1 year's Subscription
ONLY £10.50
£12.50 Surface Mail Abroad

The featured ship for September is
HMS Anglesey
A Fishery Patrol Ship



To receive a postcard size picture of her and of the next eleven featured ships, simply send your order with your cheque/PO to the address below. Each month you will receive a glossy photograph helping you to build a comprehensive and interesting collection.

Pictures can also be purchased individually at a cost of 65p each (min. order £1.95) incl. p&p.
Over 500 black and white photographs to choose from. Send for free list.

Orders To The Business Manager, Navy News, HMS Nelson, Queen Street, Portsmouth, PO1 3HH
Cheques payable to Navy News, payment by Credit Card/Switch, UK & Abroad, please use the coupon of page 4

Accommodation

SUPPORT YOUR CLUB

All booking requirements in writing only, enclosing £5 deposit on each Family Room. Enclose a S.A.E. for your receipt.
ACCOMMODATION: For Service Personnel, their families and dependents plus ex. serving personnel and R.N.A. members who may be visiting the Plymouth area.
FUNCTIONS: We cater for all types of functions at very competitive prices. Ships Functions, Mess Parties, Wedding Receptions, Reunions of ships, past and present, we offer an ideal facility.

Royal Fleet Club

Morice Square, Devonport, Plymouth PL1 4PQ
Telephone inquiries only Plymouth 01752 562723

ASK FOR QUOTATION, CONTACT THE MANAGER WITHOUT DELAY TO AVOID DISAPPOINTMENT

Province Of Natal Hotel

5, Greenhill, Weymouth, Dorset DT4 7SR

The Hotel was a gift after World War 2
Its purpose is to provide holidays and short breaks for all serving and ex-serving RN, RM, WRNS or QARNNS personnel and their reservists, families and close relatives.

*50 yards from beach, safe swimming and fine sands.
*Half a mile from the shops and station.
*All rooms en-suite with tea and coffee facilities and colour TV
*Lift to all floors *Residents bar *Children and Pets welcome
*Double, Twin and Family rooms available
*We cater for small ships re-unions

Group booking discounts available
For more information Tel: 01305 784108 or Fax: 01305 770575
Registered Charity No 226446

The Vienna Group
VANCOUVER STUDIOS

VIENNA GROUP OF HOTELS

In the heart of London, you will find Vancouver Studios, a traditional grade II listed building with a difference! Each of the 45 studios have been equipped to offer the convenience of a hotel, along with the privacy of an apartment, and offer guests the following:

• Fully equipped mini-kitchen • Luxury shower
• Colour television • Hairdryer • Direct dial telephone
• Self service laundry and dry cleaning
• 24 hour reception • Daily maid service • Security entry system

Vancouver offers a high standard of accommodation at affordable rates combining the convenience of a hotel with the privacy of an apartment.

Large Single Studio for 1 £72 Standard Studio for 2 £90
Large Studio for 2 £105 Studio for 3 £123
10% discount off the above rates for Navy News readers

Call Vienna's Central Reservations team on
Tel: 020 7221 1400 Fax: 020 7229 3917 or
Email: hotels@vienna-group.co.uk or website: www.vienna-group.co.uk

ADVERTISING RATES

(excl. VAT) as effective from 1st April 2000

DISPLAY

Full Page	£2,180
Half Page	£1,204
Quarter Page	£680
S.c.c.	£13.50

CLASSIFIED

Lineage	90p per word
Trade minimum	30wds.
For Sale, Minimum	10wds.
Box number	£3

PENFRIENDS

See details on page8

Discounts, Colour Rates, Technical Details available on request.

Tel: 023 927 25062 for a full Media Pack

Garian House Holiday Flatlets

Self-catering flatlets, near sea and shops. Fully equipped. Colour TV, fridge, cooker, linen, etc. Ideal for a visit by family or girl friend.
MINIMUM 2 PERSONS OR CHARGE FOR

Charge per person
- WEEKLY JULY & AUGUST £80
- WEEKLY JUNE & SEPTEMBER £70
- OTHER MONTHS £50
- Nightly (Out of Season) £10

ALL WITH OWN BATHROOM AND TOILET
Guests, who anticipate a late arrival should inform the management before 2pm
Children 12 years or under - HALF PRICE if sleeping in the same room as adults.
BOOKINGS ARE SATURDAY TO SATURDAY ONLY DURING MAY - OCTOBER.
MR CURTIS, 70 FESTING GROVE, SOUTHSEA, PORTSMOUTH, HANTS.
TELEPHONE: 023-9273 3581 MOBILE: 0802-938559

Hampshire Court Hotel

29/31 Hampshire Terrace, Southsea PO1 2QF

Delightful listed building, 1823. Central for seafront, stations, city centre, ferry ports etc. Private car parking Tea/coffee making facilities, colour TVs in all rooms + full English breakfast

Prices from £18 per person per night

Telephone (023) 9282 3522

Sandringham Hotel

Dinner Dances
Wedding Receptions
Private Parties
Our Speciality

7 Osborne Road, Southsea, Hants. PO5 3LR
RECEPTION: PORTSMOUTH (023) 9282 6969 / 9282 2914
FAX No. (023) 9282 2330

44 Bedrooms all en-suite / lift to all bedroom floors
£25.00 B+B single or **£35.00 sharing** for Naval Personnel.
Naval Reunions & Dinners catered for up to 130 people.
Meal-stops + All Inclusive packages available

AA ★★ RAC ★★

SOUTHSEA SOLENT HOTEL

14–17, SOUTH PARADE
(Opposite the Pyramids)
TEL.: 023 9287 5566

Special rates for all service personnel and Family £25.00p.p. in full ensuite double or twin-bedded room.

★ 4 crown seafront hotel
★ Colour TV, tea/coffee facilities
★ Games rooms – full size snooker table
★ Ideally situated near all local attractions and its nightlife.

PLYMOUTH HOE

Small friendly Guest House overlooking the Hoe and Seafront. All rooms CTV, Tea/Coffee, C.H Mostly ensuite. Sky T.V Lounge. Parking. Courtesy pick up from Stations. Credit cards accepted. From £15 p.p.
Tel: 01752 660675
Edgcumbe Guest House
50 Pier St, West Hoe, Plymouth PL1 3BT

PLYMOUTH

Osmond Guest House
42 Pier Street, West Hoe
RECENTLY COMMENDED
01752 229705
Bed and Breakfast from **£16-£20.00**
Seafront. Courtesy pick-up from stations. 4 poster bed. All rooms CTV. Tea/Coffee making. Some En-suite. Parking.

ST. MALO Guest House

19 Garden Crescent, West Hoe,
Plymouth 01752 262961

Situated at the Foot of Plymouth Hoe, overlooking the tennis courts, the St. Malo is a friendly family run guest house offering comfortable accommodation in a relaxed environment. All rooms have own shower, CTV, alarm radios, tea/coffee.
Bed & Breakfast from £14pp.
"I look forward to offering you a warm welcome" **Maureen Adams**

Plymouth Haddington House

Self-catering holiday apartments
Furnished to a high standard
open all year with parking
Visit our website **www.abudd.co.uk**
COMMENDED
for a brochure call **01752 767730**

Navy News Notice To Readers

The publishers of Navy News cannot accept responsibility for the accuracy of any advertisement or for any loses suffered by any readers as a result. Readers are strongly recommended to make their own enquiries and seek appropriate commercial, legal and financial advice before sending any money or entering into any legally binding agreement.

PORTSMOUTH LADY HAMILTON

Closest B+B to Naval Base, 100 yards from main gate, HMS Victory/Mary Rose/ HMS Warrior/ Museums all on doorstep. 22 rooms most en-suite, singles/doubles/twins + family rooms, colour T.V, Tea+Coffee facilities, free house
Tel: 023 9287 0505

ROSALAND HOTEL PLYMOUTH

AA ETB
Small, friendly hotel, convenient for dockyard.
4 course breakfast. **BAR** and Evening Meals available
Singles - £18.00 Doubles - £40.00
32 Houndiscombe Rd. PL4 6HQ
TEL: 01752 664749

FLORIDA

Luxuriously appointed villa on exclusive residential estate. Private heated pool, fully air-conditioned throughout. 5 minutes from Disney. Many recommendations.
Tel 01743 343725
Or see our Web Site at ~
www.beechesdesign.co.uk

PORTSMOUTH

E.T.B. ♦♦♦ *EVERLEY GUEST HOUSE*
SPECIAL RATES FOR NAVY NEWS READERS
**OWN KEYS - NO RESTRICTIONS*
H/C, TEA/COFFEE, *CTV & SKY TV ALL ROOMS
ENSUITE AND FAMILY ROOMS - COTS*, *15TH YEAR SAME OWNERS
33, FESTING ROAD, SOUTHSEA, HANTS. PO4 ONG
'Phone: 02392 731001 Fax: 02392 780995

THE GLADYER INN

The Place to stay in Rosyth
Within easy walking distance of Dockyard
Karaoke, Jukebox, Pool, Darts, Live Entertainment
PUBLIC BAR ● LOUNGE ● FUNCTION SUITE
21 twin-double rooms all en suite. Reasonable rates
Tel: 01383 419977
Fax: 01383 411728

The Canterbury Bell

Guest House + Holiday Flats
- One nights – three month stays
- Special Weekly Rates for longer stays
- Flatlets with kitchens, 2 bed flats available
- 2 minutes from Seafront, Off Road Parking
- ALL SINGLE ROOMS £15 p.n.
- ALL DOUBLE ROOMS £25 p.n.

St Simons Rd, Southsea
– 023 9229 3136 –

TORQUAY Southbank Hotel

- Licensed Bar ETB ♦♦♦
- Close to seafront + shops
- Family rooms available
- H/C, Tea+Coffee, TV, All Rooms

Mags (Simon) & Rachel Thacker
Both Ex-Navy
Tel: 01803 296701
Fax: 01803 292026

SOUTHSEA ANNE BOLEYN GUEST HOUSE

33 Granada Road, PO4 0RD
Happy Seaside Guest House.
Bright, spacious rooms, private car park. Hearty cooked Breakfast, packed lunches available on request. 200yds from beach, pubs and restaurants. 10mins Historic Dockyard, Continental Ferry Port and Shopping Centres.
We look forward to welcoming you.
Annabelle & Lyndon RICHARDS
(023) 9273 1043

Imperial HOTEL

AA ★ PLYMOUTH HOE RAC ★
Lockyer St, PL1 2QD
Telephone: (01752) 227311
Elegant Victorian Building with 22 Bedrooms - 5 Ground Floor. Nautical Flavour Cocktail Bar. Colour TV, Radio, Tea/Coffee/ Telephone all rooms. Most en suite. Large car park. Navy News Readers 10% Accommodation Discount. All Credit Cards accepted.
Brochure & or Booking contact:
Lt. Cdr. Alan Jones RNR (Ret'd)
"A 'Personal Service' Comfortable Hotel"

ROYAL SAILORS' HOME CLUB

Exclusive to present and former Ratings of the Royal Navy and Royal Marines
Accommodation • Leisure Facilities • Bars and Restaurant
All at attractive prices.
Private functions catered for by professionals
Hands to dance and skylark to live music most weekends
Family membership now available
Royal Sailors' Home Club, Queen Street, Portsmouth. PO1 3HS
TEL: 023 9282 4231 FAX: 023 9229 3496
email: sailors@homeclub.fsnet.co.uk
web site: www.homeclub.fsnet.co.uk
HOME CLUB - HOME COMFORTS - HOME IN !

The Victory Services Club

The Friendliest Welcome *in the* Armed Forces World

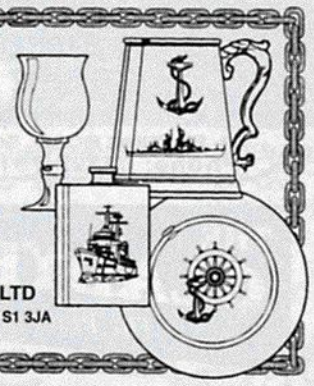
- Close by Marble Arch & Oxford Street
- Affordable room rates
- Choice of restaurants & bars
- Lounges, Library, TV & games room
- Function rooms for dinners, receptions, reunions & private parties

FREE MEMBERSHIP *to serving personnel*

For information & reservations contact us at:
63/79 SEYMOUR STREET, LONDON W2 2HF
Tel-020 7723 4474 Fax-020 7402 9496

Miscellaneous

Wentworth the Pewterers
FORMERLY CORIVO PRODUCTS



High quality pewter tankards, hip flasks, goblets, plates and much more. Engraved with Ship's Crests, Badges and Logo's to your own designs. Competitive prices. Full colour brochure.

A R WENTWORTH (SHEFFIELD) LTD
Tankard House, 25 Leadmill Road, Sheffield S1 3JA
Tel: 0114 272 5676 Fax: 0114 272 6651

LOST YOUR MEDALS?
WE CAN REPLACE THEM NOW - WW1 TO PRESENT DAY
IN FULL SIZE AND MINIATURE
WE MOUNT MEDALS TO WEAR - COURT OR SWING STYLE
PROFESSIONALLY SEWN
AVAILABLE NOW THE **GENERAL SERVICE CROSS, VOLUNTARY SERVICE** AND **MARITIME SERVICE MEDAL**
SAE FOR DETAILS & REPLACEMENT MEDALS LIST
TOAD HALL MEDALS
NEWTON FERRERS. Nr PLYMOUTH. DEVON. PL8 1DH.
Tel 01752 872672. Fax 01752 872723.
e-mail th.medals@virgin.net

GREENBURGH'S
(THE ORIGINAL NAVAL TAILORS)
WALL PLAQUES



7 ins x 6 ins

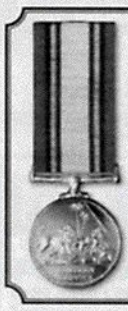
HAND PAINTED ON WOOD BASE ANY DESIGN
£26.50 +£1.50 UK POSTAGE
QUANTITY DISCOUNTS FOR SIX OR MORE
BADGES WIRE OR SILK, ANY DESIGN OR QUANTITY
TIES CLUB, REGIMENTAL OR YOUR OWN DESIGN
MEDALS MIN OR FULL SIZE (STATE REQUIREMENTS)
Send SAE for quotes and price list
49 DEREK AVENUE, HOVE, SUSSEX
BN3 4PE. TEL/FAX. (01273) 416138

WALL SHIELDS OF ROYAL NAVY SHIPS



Hand painted on wooden base 6in x 7in
£25.60 + £1.40 UK Postage.
REDUCED PRICES given for orders of 6 or more
SPECIAL PRICES given for 10, 25, 50 and 100
CRESTED TIES TO YOUR OWN SPECIAL DESIGN
(minimum 36)
Specialist experience over 85 years
C.H.MUNDAY LTD
Oxford House, 8 St Johns Road
St Johns, Woking, Surrey GU21 1SE
Telephone: 01483 771588 Fax: 01483 756627

THE EASTERN SERVICE MEDAL



This superb die-struck commemorative medal is available in Full Size & Miniature to all who served in the Near Middle & Far East.
Send s.a.e. for your application form today.
DPS Awards, P.O. Box 6961
Bromsgrove, B61 8LA

WORCESTERSHIRE MEDAL SERVICE LTD



56 Broad Street, Sidemoor, Bromsgrove, Worcs B61 8LL
Tel: (01527) 835375 or Fax: (01527) 576798
Specialists in Ribbons, Full Size & Miniature Medals and Medal Mounting either for wear or display.
Send SAE or call for comprehensive price list of Full Size & Miniature Medals.
Credit card orders accepted by phone or fax.
UK customers please add 17.5% VAT

SING 'EM AGAIN!
55 NAVY SONGS ON THREE CASSETTE TAPES
("IN THE NAVAL SPIRIT","ROUND THE BUOY","SALLY FREE AND EASY")
SUNG BY THE SONG BO'SUN
CYRIL TAWNEY
"FULL OF RIPE AND IRONIC HUMOUR, NOSTALGIA AND SADNESS"-'Navy News'.
Price (inc. p.&p.): £8.50 per cassette (UK only). Elsewhere £9.50 per cassette
(All overseas payments in Sterling by IMO or cheque drawn on a British bank, please)
Orders and enquiries to CYRIL TAWNEY,
10 SIVELL PLACE, HEAVITREE, EXETER. EX2 5ET.

The Gift Shop
BRITANNIA ROYAL NAVAL COLLEGE



ROYAL NAVY TIE **SPECIAL PRICE**..... £ 7.95
BOSUNS CALL: Brass & Copper with chain ..... only £ 6.95
CUFF LINKS: RN Crown, White Ensign, RM, BRNC..... pair £ 7.95
POLO SHIRT: RN Badge S,M,L,XL..... £ 15.95 Sub-Mariners gilt brooch..... £ 9.00
EMBROIDERED BADGES: White Ensign, Royal Navy, Union Jack ..... ea £ 2.95
LAPEL BADGES: White Ensign, Navy Crown, Royal Marines, BRNC, Sailor, Britannia, Submariner, RN Anchor, WRNS, *and many others*..... £ 1.70
TIES: RNA, RNR, RM, MN..... £ 8.50. FAA, Submarines and others..... £ 10.50
Prices include P& P. Cheques payable to 'Britannia Fund BRNC'. Send SAE for more detailed list.
THE GIFT SHOP, BRNC, DARTMOUTH, DEVON, TQ6 0HJ.
TEL: 01803 677118 FAX: 01803 677015 (Credit Cards Welcome)

U-NEED-US at Christmas
FOR A LARGE SELECTION OF:-
NOVELTIES, PARTY HATS, CRACKERS, DECORATIONS, PARTY POPPERS, STREAMERS, BALLOONS, PAPER PLATES, ETC.
30 Arundel Street, Portsmouth PO1 1NW
Phone 023 9282 3013. Fax 023 9273 6943
B.F.P.O orders welcome • Free catalogue available.
Established in Portsmouth over 75 Years ago



The Bosun's Bookshop
A LARGE SELECTION OF ROYAL NAVAL AND MARITIME TITLES
For more details –
THE VICTORY SHOP
No.9 Store, Main Road, HM Naval Base, Portsmouth. PO1 3PY
Tel: 02329 826682 Fax: 02329 821881
E-Mail: chris@bosunsbooks.com www.bosunsbooks.com



THE LASER CLINIC Ltd — TATTOO REMOVAL SPECIALIST
LATEST TECHNOLOGY – NO SURGERY
ALL COLOURS TREATED
Safe and effective – Free consultation
25 years Dermatology experience
Registered with Local Health Authority
– FREEPHONE **0800 227777** –
61 THE AVENUE, SOUTHAMPTON 023 8023 1633

MINIATURE MEDALS
Miniature and full-sized medals. Supplied and mounted in ordinary and court-style.
★ Wire blazer badges ★ Mess kit badges
★ Display cases, medal ribbon, mounting bars, ribbon bars, etc.
Send for comprehensive catalogue to the Medal Specialists (26p stamp appreciated).
MINIATURE MEDALS (NN)
PO BOX 4
HINCKLEY
LEICESTERSHIRE
LE10 3ZT
Telephone: (01455) 239262

FLY THE FLAG
QUALITY HAND SEWN
NATIONAL FLAGS & ENSIGNS.
ECONOMY 5FT X 3FT FLAGS
£7.99 each
TABLE FLAGS & BUNTING
FREE COLOUR BROCHURE
ALL MAJOR CREDIT CARDS ACCEPTED
ELPEES ENTERTAINMENTS
271 High Street, Orpington,
Kent BR6 0NW
Tel: 01689 822606 Fax: 01689 817648
www.elpees-entertainments.co.uk

HMS RFA & RNA WALL SHEILDS
Direct from the Manufacturer
Handmade to order



6in x 7in © Crown Copyright
£21.20* inc UK postage
*add £1.45 for optional motto/title scroll
Up to 40% discount with quantity orders
C&A BEHARRELL
187, Victoria Avenue, Hull, HU5 3EF
Tel/Fax: 01482 213398
Please send SAE for Brochure

LOST!
LOST MEDALS
REPLACED IN RECORD TIME
FULL SIZE & MINIATURE
3 DAY MOUNTING SERVICE
WRITE OR PHONE FOR QUOTATION
RAYMOND D. HOLDICH
Trafalgar Square Collectors Centre
7 Whitcomb Street
London WC2H 7HA
TEL 020 7930 1979 FAX 020 7930 1152
e mail:rdhmedals@aol.com
www.rdhmedals.com

EMBROIDERED LEISUREWEAR
Wide range of quality garments.
Low minimum order.
Full colour brochure.
Caps & Printed garments supplied.
Free embroidery proof. No origination charge.
Embroidered Polos from £6.00ea, Sweats £8.00ea, T-shirts £5.00ea.
BANANA MOON WORKSHOP
48, Old Lane, Birkinshaw, Bradford, BD11 2JX
Tel: 01274 688103 Fax: 01274 652524
www.bananamoon.co.uk

GOLD WIRE BADGE CO

Gold Wire Blazer Badges-all ships	£10.00
White Gauntlets	£20.00
Standard Carriers	£25.00
Brass Inserts	£12.00
White Cotton Gloves	£3.50
Navy /Black Berets 6¼ - 8	£7.00
Any Association Wire Beret Badge	£4.50
R.N & Naval Division Ties	£8.55
RN Bow Ties	£8.55
Black Clip-on Ties	£4.50
RN Buttons: Large £1.60, Small	£1.50
Pace Sticks	£60.00
W.R.N.S Style Tricorn Hats	£22.00
Embroidered Garments	
Winter Blousons, Black/Navy RNA/RM/FAA/FAA Assn	£20.00
navy blue V-neck Jumpers : RNA/RM/FAA/FAA Assn	£12.00
White Pilot Shirts- RNA/RM/RNPSA/FAA/FAA Assn	£11.75
Sweatshirts Navy, Grey, FAA/FAA Assn	£14.50
Officers Cap Badges	£11.00
Gold Sword Knot	£23.00
Leather Sword Belts	£70.00
Sword Bags	£30.00

A CD ROM TITLED "BRITISH MILITARY BADGES" CONTAINING OVER 2,500 ILLUSTRATIONS IS NOW AVAILABLE PRICED AT £39.95
all prices include P&P
11,Dalehead Drive,Shaw,Oldham,lancs.OL28TJ
***Tel/Fax:* 01706 846648**
www.thegoldwirebadge.co.uk
E-mail:- robroy@lineone.net

SHIPMODELS
Professional modeller taking commissions for naval vessels .Also builds aircraft and military vehicles and figurines.
For details write or phone.
Mr Ian Ruscoe, 29 Eagle Street, Hanley, Stoke-on Trent, Staffordshire, ST1 3PD Tel. No. 01782 239485.

PhotoGraph To Oil Painting
Capture your Naval Career in Oils
A photograph of yourself in uniform or of your ship can be transformed into a beautiful oil painting.
The Perfect Gift for Any Occasion
Full Details: 15A, Walliscote Grove Road, Weston-Super-Mare Somerset. BS23 4UJ.
Quote NN for 10% Discount.

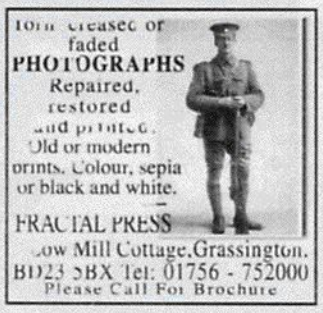
Teddy Bears
BY MAIL ORDER
Remind Your Loved One You Are Thinking Of Them
– FREE GIFT WRAPPING –
STEIFF, DEANS & GUND
Dorothy Rose
12 Bemisters Lane, Gosport, Hants PO12 1HB
023 9250 4535

4' MODEL OF HMS VICTORY
in walnut, black/yellow fully rigged (full sail) 3 years to build £1,800.
0116 2609 516

REGIMENTAL TIES,
blazer Badges, Cuff-Links, Buttons, Medals, Cap Badges, Militaria. £2.00 for list. Cairncross (Dep. NN), 31, Belle Vue St., Filey, N. Yorks YO14 9HU.
www.cairnxson.freeserve.co.uk

CAP TALLIES
ANY SHIP — MANY IN STOCK
For details send SAE
SILK/WIRE SHIPS BADGES AND TIES FOR ASSOCIATIONS
DEMS/COMBINED OPS TIES AND BADGES
SPECIALIST BADGE SUPPLIES
1, REED COURT, LONGWELL GREEN, BRISTOL
TEL: 0117 9327967 FAX: 9329542

PURE NOSTALGIA
Individually hand-built waterline presentation model of your ship, perhaps long gone but never forgotten.
Contact for further details:
Ron Hughes,
Model Shipwright,
Feldemore, Bacton, Stowmarket
Suffolk, IP14 4LF
01449 781741

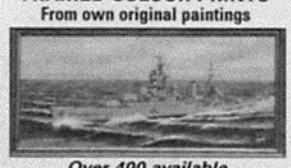


TIES, BADGES & PLAQUES
By Mail Order
SHIPS/SQUADRONS/ REGIMENTS/CLUB
HM Services and custom-made for Clubs, Bands, Choirs, etc.
Blazer buttons, medals, ribbons & sundries
Please send SAE for lists
THE HERALDIC CO. (GB) NN
Over Briar, Beech Well Lane,
Edge End, Coleford, Glos. GL16 7HA
Tel/Fax: 01594 832200

REGIMENTAL SUPPLIES (N)
PO BOX 45
BECKENHAM
KENT
BR3 1GJ
Tel: 020 8325 5193
Medals - full size and miniature, mounted for wear.
Blazer badges, buttons, ties and heraldic wall plaques

EMBROIDERED BADGES CUMMERBUNDS,TIES
Cummerbunds – Silk £25, Polyester £17.50
Cap Tallies, Sweatshirts, Polo Shirts and Baseball Caps All made to order.
Ross Art Embroidery
7 Wall Road, Gwinear, Hayle, Cornwall TR27 5HA.
Tel/Fax: 01736 850724

FRAMED COLOUR PRINTS
From own original paintings



Over 400 available
Print laminated with canvas texture film to resemble an original oil painting
size 8"x16" for £35 plus P&P
For list please send SAE to:
SEART, 5 THE CHASE, GOSPORT, HANTS PO12 3TD

EMBROIDERED
Sweaters, Sweatshirts
Polo shirts, Badges
PRINTED
Teeshirts, Sweatshirts, Badges, Coffee mugs
And lots more, all from one supplier
No artwork or setting up costs on majority of goods
High quality, competitive prices, prompt delivery.
BFPO tax-free service
Send for our new price list:
Reynold Sports
51/52, High Street, Lincoln, LN5 8AP
Tel: 01522 513333
Fax: 01522 530383

Joys Roses & Flowers
For all occasions
Births, Anniversaries, Congratulations, I Love You
Daily deliveries to UK & NI. Mon-Sat.

12 Roses	~ Any colour + Gys.	£13.85 Inc.
24 Roses	~ Any colour + Gys.	£18.50 Inc.
Specials	~ 50 Blooms Mixed Flowers	£22.50 Inc.
Specials	~ 30 Blooms Mixed Flowers	£17.50 Inc.

All C/C Accepted & Cheques To:
Joys Roses & Flowers. Flamingo. St. Sampsons. Guernsey. C.I. GY2 4WB
Tel: 01481 – 246708 Fax: 01481 – 243406

Sport

Trenchant signs off with final victory

THE RUGBY team from HMS Trenchant played more games on the road to the mini-ships rugby final than any other team in the competition – and put the match practice to good use by taking the trophy.

And it was a fitting swansong for a team which has been together for a number of years; the submarine is now entering a refuelling programme in Devonport and drafting has split up the settled side.

Having beaten HM ships Herald, Torbay, Cottesmore and Spartan in earlier rounds, Trenchant set off at a canter in the final against HMS Brocklesby.

Jan Davey scored in the first few minutes, and he was followed by Nick Robinson – the first of two tries – Andy Wheeler and Daisy Adams.

Although Brocklesby battled hard and shared the honours in the scrum, Trenchant dominated other facets of play and got to half-time 24-0 to the good.

Facing the wind in the second half made little difference to the submariners, and with the line-out sewn up and excellent ball-retention in the tackle, they piled on more points through Davey, George Adamson and Martyn Williams, ending 50-0 victors.

Navy trio bag trophy

THREE Naval players helped the Combined Services polo team to victory in the United Services Cup at the Guards Polo Club in Windsor.

Led by Cdr Richard Mason, and including Lt Cdr Adrian Aplin and Lt Nick Cooke-Priest, the Services already had the trophy in the bag before they took to the field for their final match of three, against the visiting Abu Dhabi side.

Lt Cooke-Priest, who has only been playing for three years, opened the scoring with a beautiful backhander, and notched a second in the third chukka as the Services team won 5-1.

Mountain mayhem

A NAVY team took part in some mountain mayhem – and managed a very creditable 55th place out of 207.

Competing in the Sport male category of the Red Bull Mountain Mayhem 24-hour mountain bike race, the Royal Navy (CFM Portsmouth) team of four – CPOMEAs Graham Bush, Russ Forsdick, Mick Hawkes and Duncan Macpherson, assisted by CPOMEA Chris Mullan, managed to complete the gruelling event without mishap.

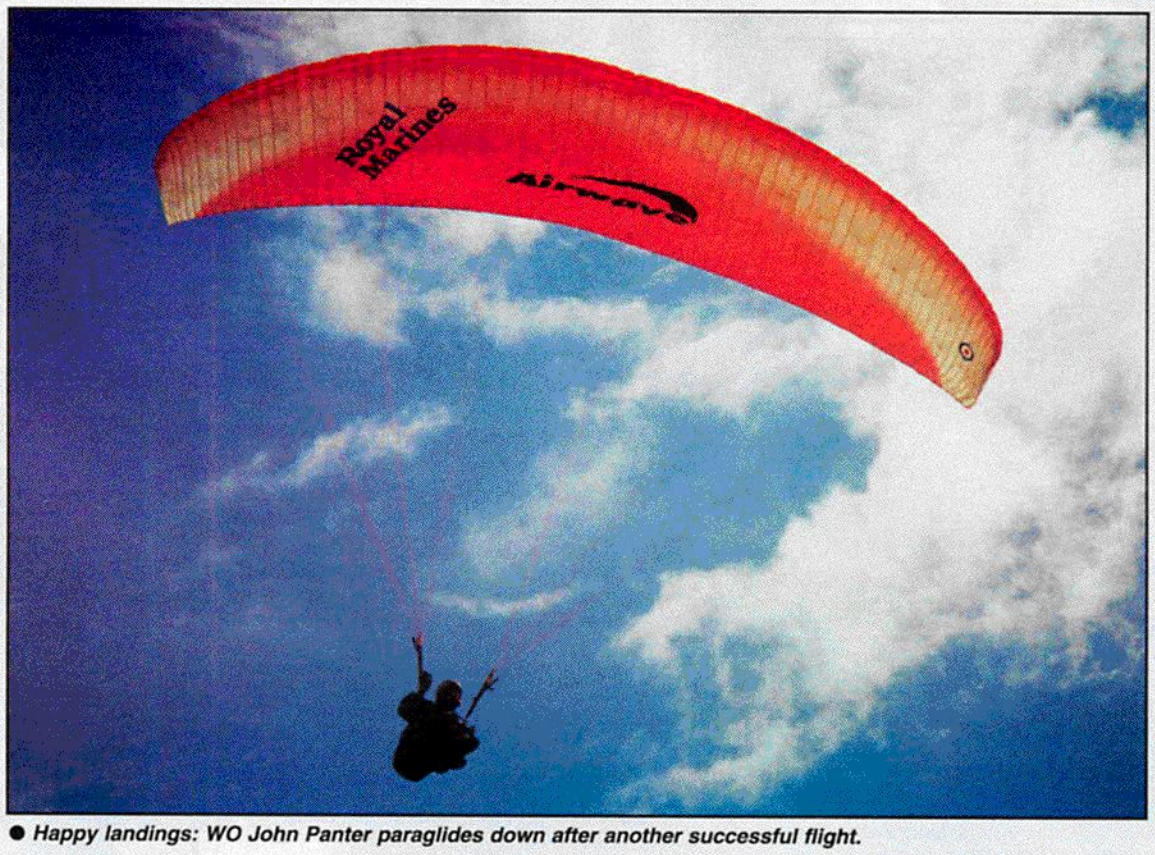
The event attracted 350 teams from home and abroad, including the RAF and Army.

On the spots

LOAD Of Money showed their value in the HMS Sultan tenpin bowling series, winning all nine fixtures over nine weeks to take both the overall title and the cumulative score trophy.

A total of 60 personnel from the mechanical and air engineering training establishment in Gosport took part in the competition, but none could keep up with Load of Money, whose six members clocked up 6,743 points.

The highest team score for one game was 838.



● *Happy landings: WO John Panter paraglides down after another successful flight.*

John flies high until setback

WARRANT Officer John Panter gave the professionals a bit of a shock when he took the lead in the Great Britain paragliding championships.

After three days of seven John, of CTCRM, was leading the competition, which included many professional and sponsored pilots.

As the only member of the Forces to qualify for a place, his performance was even more impressive – but then reality set in.

On day four, a canopy deflation close to the ground meant he had to deploy his reserve parachute in order to land safely.

He continued to fly for the final three days and salvaged a final placing of 17th, the highest ever achieved by any Services pilot.

John said: "My aim for the week was to secure an invite to next year's competition by achieving a top 25 place.

"I was shocked to be in the lead on day three, and even more surprised to be throwing my reserve on day four."

John has been approached by three potential sponsors for 2001 and will decide who to sign up with later in the year.

A week later John was competing in the inter-Service paragliding championships in Wales, with 60 entrants from the Services – ten from the Royal Navy – and several civilian guests taking part in three classes.

Despite mediocre weather, flying tasks were achieved on four of the five days, and John made it three open-class successes out of three when he retained his title again.

Sceptre takes the football silverware

THE TEAM from HMS Sceptre gained revenge when they beat HMS Cattistock in the mini ships football cup final.

Cattistock knocked Sceptre, the holders, out of last year's competition, and went on to lose in the final.

But the submariners quickly dented Cattistock's confidence by nearly scoring after ten seconds – and within 20 minutes they were 3-0 ahead with goals from Gerrard, Mansell and Kelly.

Gerrard's second, when he rounded the keeper just before the break, effectively killed off the game.

In the second half the Sceptre team again played some good football, and a 20-yard cross-shot by Kelly made it 5-0, while the move of the match saw Keyes and Ward link nicely to set up Haddy to slot the ball home from 16 yards.

Cattistock went close twice in the closing minutes, but it was too late by then.

With Sceptre nearing the end of a three-and-a-half year refit in Rosyth, her team will next year enter the midi ships competition – perhaps leaving the way for Cattistock to make it third time lucky.

Special entry in triathlon

A SPECIAL entrant was welcomed to the list of competitors in this year's Bimble Munnings memorial triathlon.

Held in memory of POPT John 'Bimble' Munnings, who died of cancer in 1987, the triathlon this year featured John's sister Diane – much to the delight of her parents Daphne and Derek – and Diane said she intends to return next year with John's son David.

The event, formerly held at HMS Mercury but now at HMS Dryad, was organised by LPT Sean Cole, and saw a total of 69 entries from civilians and establishments around the country.

Covering a 400m swim, a 12-mile cycle ride and a three-mile run, the top male novice in the triathlon was Mr Dowse, who completed the course in the Hampshire countryside in a time of 1hr 13min 59sec, while PO Gannon was the first female novice to finish, finishing in 1hr 21min 46 sec.

The male open event was won by Musn Sykes in 1hr 8min 6sec and the female open was won by Mrs Masson in 1hr 19min 21sec.

The first team of three men to cross the line was Fleet Diving Unit 1, and the best female team was HMS Sultan.

Although a date is yet to be confirmed for next year, further details of the event are available from the PT Office at HMS Dryad on 93835 ext 4596 or 4403, or BT phone 023 9228 4596 or 023 92284403.

Air base fitness centre opened

A NEW fitness centre has been opened at RN air station Yeovilton.

The Henderson Centre includes the existing gym, and now takes in a large cardio-vascular suite with views to a new sports hall, and a dual-role swimming pool, for recreational swimming as well as allowing the Survival Equipment section to practice their aircraft safety drills.

There are also three glass-backed squash courts, two outdoor tennis courts, a large outdoor hard court area and a rest and relaxation room.

The facility was opened by Flag Officer Maritime Aviation, Rear Admiral Ian Henderson.

Attention now turns to additional projects, including a state-of-the-art climbing wall, boxing gym, sauna and solarium, making Yeovilton a premier Navy sports centre.



TO SUBSCRIBE COMPLETE COUPON AND POST TODAY!

YES, I would like to subscribe to Navy News
(please refer to the table opposite for price):
Send the completed form and payment to:

**Navy News Subscriptions,
Navy News, HMS Nelson,
Queen Street, Portsmouth,
Hampshire, PO1 3HH, England
Telephone +44 02392 826040 (24hr)**

YOUR DETAILS:

Name:.....

Address:.....

.....

.....

.....

Postcode:.....

Country:.....

Tel No:.....

Navy News
www.navynews.co.uk

REGION	YEARS	RATE	TICK
UK	One	£17.00	
UK	Two	£31.00	
UK	Three	£46.00	
Overseas*	One	£20.50	
Overseas*	Two	£36.00	
Overseas*	Three	£52.00	

*Overseas Surface Mail including Republic of Ireland, Europe, Canada, USA & Australasia
(Airmail rates available on request)

I enclose a Cheque/Postal Order/International Money Order made payable to **'Navy News'** for:

£ (£ Sterling)

or pay by Visa/Mastercard/Delta/Switch using the coupon on page 4.

Credit Cards orders not be accepted under £5.00

Due to administration costs and the 2 & 3year 'special offer', a refund cannot be given should you wish to cancel this subscription.

This is a new subscription

Renewed subscription

Start my subscription from month:

Owzat! – for building on ethnic links

A ROYAL Navy cricket team, including the Second Sea Lord, Vice Admiral Peter Spencer, played cricket against a Leicester club as part of a drive to recruit Royal Marines from among the city's African Caribbean population.

The tournament with Highfield Rangers also included an Army side in a three-way, 20-overs event which saw both the Army and the Navy beaten by the local team – although the Navy were victors in their match against the Army.

A casualty of the encounter at the Rangers' ground at Gleneagles Drive, was Admiral Spencer who, diving to take a catch at mid-on, broke two fingers of his right hand.

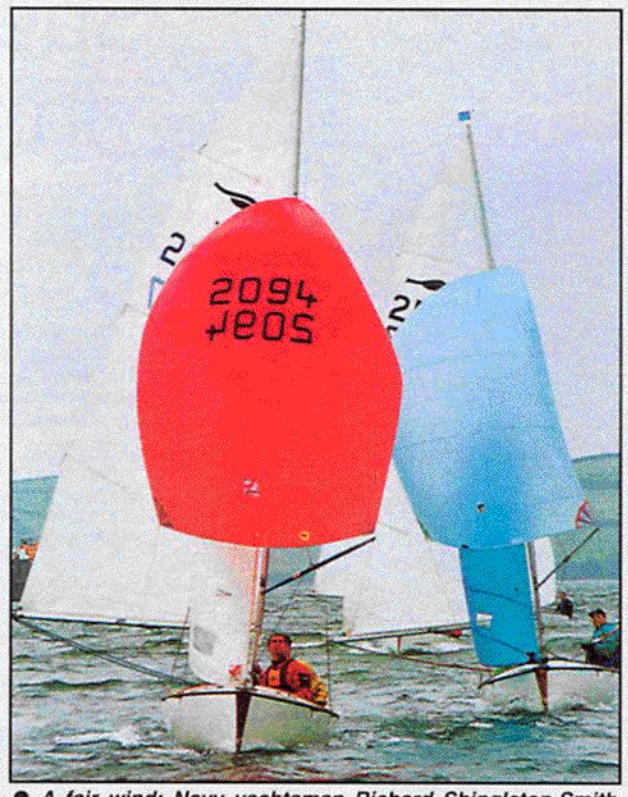
The event built on links the Navy and Royal Marines forged at Leicester's Caribbean Carnival last year.

Jackpot winner

SPORTS Lottery jackpot winner WWTR Sarah Hollis hopes to use her £3,000 winnings to get a better car or have a really good holiday. Sarah has only been a member of the RN and RM Sports Lottery since last November.

Club sponsored

THE ROYAL Navy has been sponsoring the City of Norwich Athletics Club this season, ensuring high visibility for the RN and RM on club banners.



● *A fair wind: Navy yachtsman Richard Shingleton-Smith leads his RAF opponent in the Bosun championship.*

Battle of the Bosuns

STRONG winds brought an extra edge of excitement to the Bosun national championship, hosted by RN air station Culdrose sailing centre at Falmouth.

The event, which attracted entries from all three Services, the Civil Service and civilians, was delayed by Force 7 winds, but when racing got under way the conditions made for thrilling contests.

The title was won on the last race, a classic tacking duel, by defending champion Flt Lt Keith McQuillan of the RAF, who edged out CC Richard Shingleton-Smith of the Navy by two boat lengths.

Nelson clinches netball decider

THE INAUGURAL women's outdoor netball open championship proved its worth as it coincided with a glorious burst of hot weather – though the heat made it tough on the players.

The competition attracted teams from eight establishments, including RAF Odiham, and was organised by POWPT Caron Fincher at HMS Dryad, just north of Portsmouth – one of the few venues which could host such an event.

With the netball season proper already over, the championship was conceived as an ideal opportunity for old hands to practise and for fresh talent to be spotted in good time for next season.

The first phase of the tournament saw the eight teams split into two leagues, with the top two from each group playing semi-finals for a place in the final.

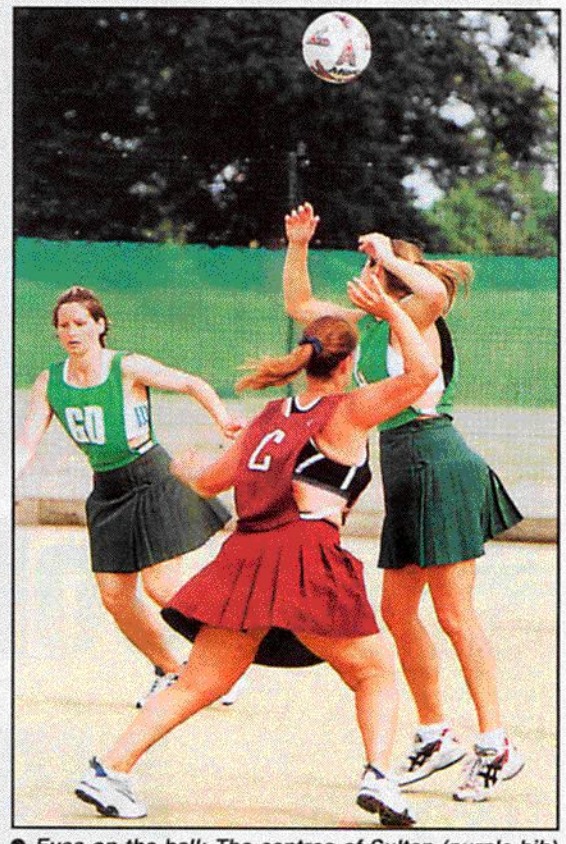
HMS Nelson met HMS Sultan in the fiercely-contested decider, and the teams remained neck-and-neck throughout the game.

The lead changed hands several times, each team failing to build on their slender advantage, but HMS Nelson managed to edge ahead at the vital moment, and were leading 12-11 at the final whistle.

It completed a very successful year in women's sport for the Portsmouth establishment.

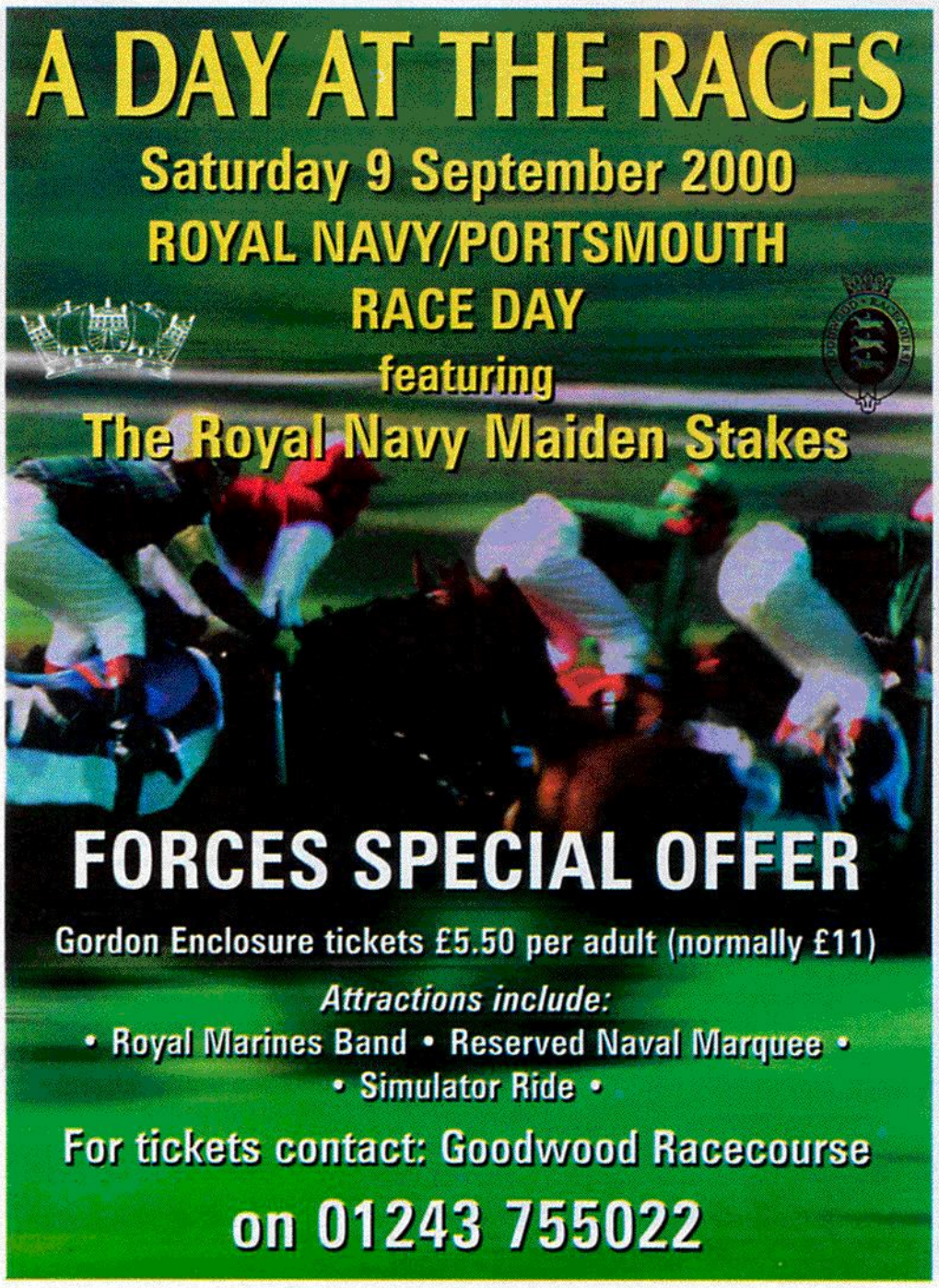
Organisers now hope that the tournament will become an annual fixture at HMS Dryad.

The success of this year's event has already generated plenty of interest, with enquiries from Army and RAF establishments for next year, as well as other Navy groups.



● *Eyes on the ball: The centres of Sultan (purple bib) and Nelson tussle in the tournament final.*

Picture: LW(PHOT) Amanda Reynolds (SFPU).



Record event for divers

THE RN Divers golf championships hit new heights with a record entry of 110 for this year's event over 36 holes at Southwick Park.

After a sluggish start, PO(D) Jess Owen broke away to retain the top prize with a score of 154 over two rounds.

The strongest challenge came from ex-WO(D) John Dadd who scored 163 for second place.

Fullerton Sherwood overall Stableford champion with 81 points was Diver 1 Shaun Coltman, and the First Division Stableford winner was ex-CPO(D) Pat Pattinson (74pts) and runner-up was PO(D) Jimmy Lynch (71pts).

Other major prizes went to CPO(D) Cliff Richardson (Carleton Technologies Second Division winner – runner-up was LS(D) John Ansell), S. Mayes (Divers' Guest champion) and the Crookhorn Steelers took the Solent Divers team trophy.

PO(D) Owen also won the Cliff Hares Aggregate Par 3s, ex-Lt Cdr Dave Bartlett won the Projex Veterans trophy, E. Pattinson and S. Coltman took the Mick Fellows Pairs Shield, and LS(D) Dixy Dixon won the Charity Hole Nearest the Pin gallon of whisky.



● *Top man: PO(D) Jess Owen receives the Divers Trophy from the Superintendent of Diving, Cdr David Hilton.*

Among the organisers were ex-LS(D) Pincher Marten and PO(D) Trevor Orton, who helped put together the competition and raffle which raised £250 for ex-Lt Ned Kelly and his family, bringing the total raised by the competition over the years to more than £4,000.

Ned suffered oxygen starvation of the brain while diving at Horsea Island more than a year ago, and has never recovered. He is in Cams Nursing Home in Fareham.

Sponsors for this year's event included Solent Divers, Carleton Technologies, Fullerton Sherwood, Divex, O'Donnel's Bar in Oban, MSI Defence Systems, Projex (UK), Molecular Products and David Williams Engraving.

Torch honour for ex-RN PTI

A FORMER Fleet CPOPT has carried the Olympic torch on its journey to the Games in Sydney.

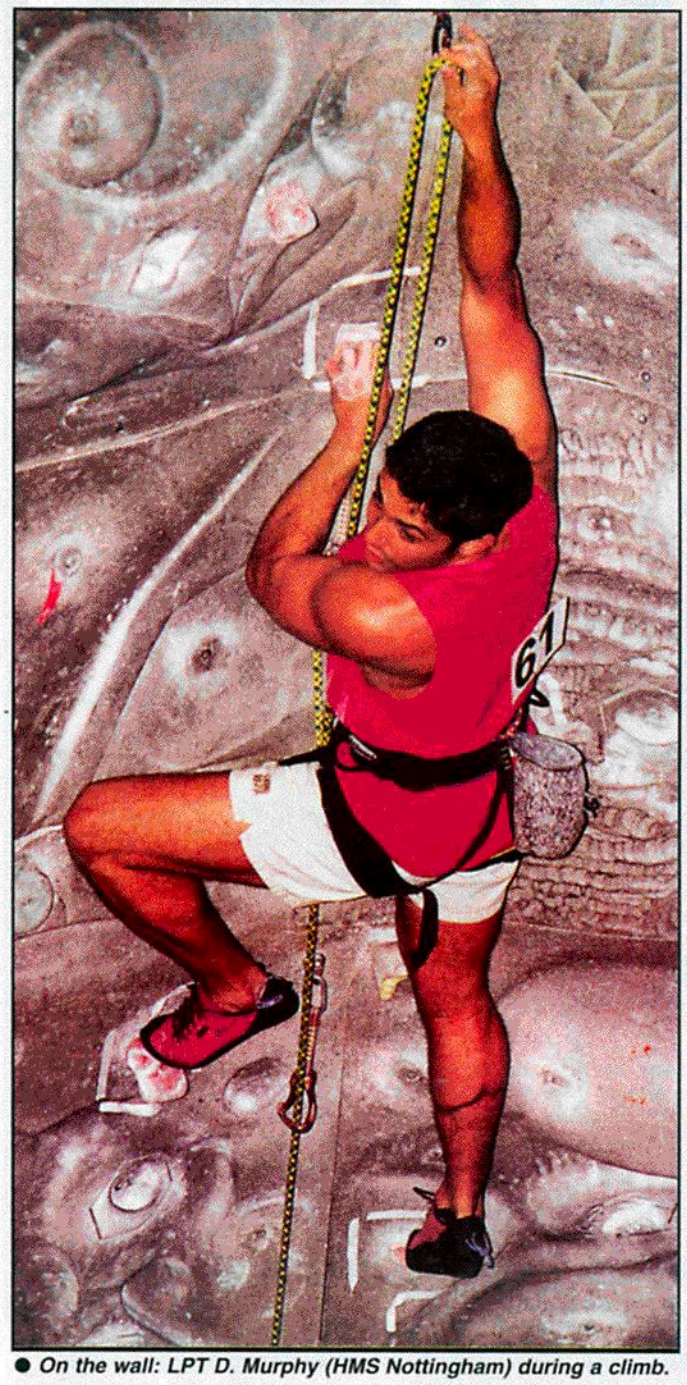
Whacker Payne, aged 73, is still contributing to sport in his new homeland, decades after making his mark in Navy sport.

Ken Miller recalled Whacker's efforts in aircraft carrier HMS Eagle in 1959, when Ken was part of the ship's all-conquering boxing team under the guidance of the fleet chief, who also spent time with the Devonport Field Gun team.

Whacker ran the torch through the town of Stratford.



Sport



● *On the wall: LPT D. Murphy (HMS Nottingham) during a climb.*

Event is looking up

SPECTACULAR falls and impressive displays of power-climbing were the order of the day at the Royal Navy and Royal Marines Climb 2000 indoor climbing championships.

The fourth such event, and a useful warm-up for the first inter-Services competition, Climb 2000 attracted a record number of entries in all classes to the Warehouse Indoor Wall at Gloucester.

The main 13m wall gave three standards of climbing, and so many ranks found new strength under the competitive spotlight and 'topped out' on their climb that they found themselves upgraded to the next standard.

There was also a bouldering competition with 15 climbing problems and the bonus of a large crash mat if the sequence was wrong.

Sponsors for the event were Cotswold Essential Outdoors, High Places, HB and Experimental and Applied Sciences.

Winners were: **Free climbing up to VS:** LEAM Nige Neal (RNAS Yeovilton); **HVS to E1:** OC Paul Bastiens (BRNC); **E2 and above:** Mne Marty Hallet (RM Poole); **Cotswold team prize:** HQ&Sigs; **Female:** Musn Sandra Jones (RMSM); **Bouldering event:** Mne Marty Hallet; **Overall winner:** Mne Marty Hallet.

Cricketers win when it matters

Navy team takes inter-Services title

A HITHERTO miserable season for Navy cricketers ended on a high when the team took the inter-Services title for the first time in 18 years, *writes Lt Cdr Jim Danks.*

The team broke its duck for the season in spectacular fashion when Wiltshire came to Burnaby Road.

Electing to bat first, the county lost their opener first ball, and it was a seventh-wicket stand of 61 which allowed them to reach 205 for 8 in their 50 overs.

The Navy responded in positive fashion, with L/Cpl Tim Burt and skipper Lt Paul Snelling laying into the Wiltshire bowlers.

Burt made 125 not out (18 fours, three sixes) and Snelling 75 not out as the Navy won by ten wickets.

The Senior Service narrowly lost their next match, away to Midland CCC. The home side was reduced to 124 for 7 in 40 overs, but moved on to 210 without further loss.

The Navy innings was held together by OM Matthew Pickering, who made a well-constructed 68 from 74 balls, but with 22 needed off the final two overs, the Navy fell six runs short.

Poor Navy batting and steady bowling by a Devon Development XI restricted the Navy to 173, with Mne Greg Owen making 83.

After an early stutter, the Devon side made good progress to a seven-wicket win, with Lt Cdr Chris Slocombe slowing their batsmen with 1-22 from his ten overs.

In the first meeting between the Navy and the Cornish Crusaders, the West Country side were put in and made 248 for 7, which looked more than enough when the Navy reached 191 for 6 with ten overs remaining.

But Lt Andrew Ainsley and Peter Andrew (66 not out) pushed the score on, securing a three-wicket win with ten balls left.

And so on to the main event – the inter-Services at Aldershot, supported by GKN and Naafi. The Navy opened against the RAF, losing half the side for 89 runs by the 30th over.

But OM Pickering, on his competition debut, helped rally the team with 53, with the Navy finally posting 201 for 9.

With Lt David Pinder (3-25) and Lt Cdr Chris Slocombe (3-32) in good form, the RAF slumped to 89 for 6 in the 33rd over, and were all out for 180, giving the Navy a 21-run victory.

On the second day the Army scored 199 and bowled the RAF out for 129, giving them a 70-run victory – and setting up the title decider.

The Army chose to bat on Day 3, and despite an early setback they looked to have settled until the Navy bowlers – particularly Procter, with 2-23 including five maidens, and spin-twin Mne Greg Owen, with 3-19 – put the brakes on.

With catches held and tight bowling, the home side were dismissed for 144 in the 49th over.

But the Navy slumped to 40 for 4, then 99 for 7 in the 34th over, leaving the game wide open.

Pinder and Owen came together with 46 needed off 16 overs, and their all-round ability and experience, along with sharp singles, kept the scoreboard ticking over.

In the final over the Navy had reached 142-8, but Owen survived a dropped catch to hit the winning runs, ending 45 not out and Man of the Match as the Navy won by two wickets.

After a season in which the non-availability of key players meant it was not always possible to select the strongest side, all came good in the two key fixtures.

The release of players by commanding officers during the season, especially for the crucial inter-Services matches, was appreciated by the RNCC committee.

Prospective players, scorers and umpires are requested to contact Lt Cdr Jim Danks at HMS Temeraire on ext 22671 – also the number to ring for details of a programme of winter coaching clinics.

Women slip to defeat

A MUCH-improved performance by the RN women in only their second competitive match saw them slip to a 26-run defeat against Horsham Ladies at Burnaby Road.

The visitors scored 177 for 9 in their 40 overs, with one player scoring 116 not out.

SA Sam Copley, who bagged two wickets in her first over, finished with 3-27 in her eight overs.

With an asking rate of just over four runs an over, the RN lost an early wicket, but CH Ursula Ball and PMA Emma Boswell put together an excellent stand of 51 in ten overs.

With Ball out for 36, Lt Cdr Fiona Fawcett held the innings together until she was bowled for 42 with the Navy at 143-7. A target of 35 in 24 balls proved too much as the Navy was all out for 151.

For details of winter coaching, contact Lt Cdr Jim Danks on 9380 22671 or CPOPT Paul Nash on 9380 23974.

Nelson take Navy Cup

HMS NELSON strolled to an eight-wicket win in the Navy Cup final against HMS Drake.

Put into bat, Drake began confidently, reaching 115 without too much trouble – but then the occasional bowling of Lt Andrew Ainsley changed the match as he wrapped up the innings, taking five wickets for five runs to leave his side with a modest 125-run target.

Drake got revenge when Ainsley was out second ball for nought, and CPO George Appleton received only two balls before his finger was broken in three places.

But with POWTR Gary Braithwaite scoring an unbeaten 68, Nelson moved comfortably on to 126 for 2 in the 23rd over to win the cup, sponsored by Lambs Navy Rum, for the first time.

Golfers snatch victory for first time since 1951

THE NAVY golf team put up a sterling performance to register their first win for almost 50 years in the annual encounter with the Civil Service, *writes Cdr Gary Skinns.*

The match is the longest-standing fixture in the RN golf calendar, with records stretching back to the 1920s.

Although the Navy managed a halved match in 1990 at Little Aston, the superb victory at Woodbury Park represents the first win since 1951 at St George's Hill. Put another way, the previous success was before any of the current team were born.

It would have taken an extremely brave punter to predict the eventual outcome of the match at lunch-time, when the RN team had registered only half a point on the board from five foursomes.

The Civil Service team showed their strength and experience during the morning, and only RNGA captain Lt Guy Norris, partnered by Mne Richard Baker – making his debut – saved the clean sweep.

Cpl Joe Sharp and CPO Steve King played very well against the opposition top pair, only to lose on the final green.

Things also looked bleak at the top of the afternoon singles, when the Civil Service won the first two matches out, leaving them only one point to find from the remaining eight games for overall victory.

The traditional Navy loss looked inevitable when the fourth match was halved – though this particular result represented an excellent performance from C/Sgt Martin Sharp, who found himself up against one of the civilians' best players.

The fightback then began in earnest, with a win for Cpl Nigel Small followed by successes for Lt Mark Taylor, Joe Sharp, King, Norris and Baker.

The Civil Service could still have stolen victory from the last match out, but in a tight match, Lt Cdr Darryl Whitehead clinched the point and overall win on the final green for a thrilling conclusion.

As *Navy News* went to press, preparations were in full swing for both the men's and women's inter-Service championships, with the women competing at Woodhall Spa in Lincolnshire from September 4-6, and the men battling it out at Woodbury Park, near Exeter, from September 18-21.

Any supporters at either event would be most welcome.



Final job for our oldest support ship

RFA OLNA, the oldest Royal Fleet Auxiliary vessel has completed her final task after 34 years in service.

The tanker's last job was to refuel HMS Coventry off the coast of Devon, then she spent a week in Plymouth Sound before entering Devonport Naval Base to await disposal.

RFA industrial action on hold

INDUSTRIAL action by RFA members of the Rail, Maritime and Transport Union (RMT) has been suspended indefinitely.

As *Navy News* went to press new talks aimed at settling the dispute over pay and leave for ratings were taking place at the London headquarters of ACAS, the Advisory, Conciliation and Arbitration Service.

Tireless safety case 'proved'

FOLLOWING concerns expressed in Gibraltar over the plan to repair the nuclear submarine HMS Tireless in the colony, the Royal Navy has said that the vessel's safety case has been proved.

The Defence Nuclear Safety Committee, which includes independent experts, said it was safe to carry out repairs to the boat in Gibraltar. She has been docked there since May 19 when she developed a leak in her reactor cooling system.

Gay four win damages

FOUR former members of the Armed Services whose sacking for being homosexual started a process which changed the Ministry of Defence's policy on the issue have been awarded a total of almost £325,000 damages.

The four are Duncan Lustig-Prean, a former lieutenant commander, former RAF nurse Jeanette Smith, ex-Navy rating John Beckett and former RAF officer Graeme Grady. Apart from non-pecuniary damages they received varying sums for loss of earnings.

Death charge driver cleared

A NAVAL pilot whose sports-car passenger died when the vehicle crashed during an unauthorised trip on Silverstone motor circuit was found not guilty of manslaughter at Northampton Crown Court.

Lt John Brotherton was at the wheel when the car turned over on a sharp bend, killing POACMN Ian Chambers. The accident happened shortly before last year's British Grand Prix.

Fearless back in business

HMS FEARLESS is back in business after undergoing operational sea training at the end of July. Her return to the Fleet after six months in Portsmouth dockyard was also marked by a visit to Scarborough at the end of August.

Sailor faces murder trial

A 20-year-old sailor, Lee Taylor, was due to stand trial at Plymouth Crown Court on September 1 charged with the murder of Simon Edward Ford. He was committed on conditional bail by Plymouth magistrates. Mr Ford's body was found in a flat in Keyham on February 8.

WHEN TECHNOLOGY JUST ISN'T ENOUGH

Kursk crew were beyond the help of RN know-how

SUBMARINERS of all nations are sharing Russia's shock at the loss of the Kursk and the 118 men who sailed with her on the final, fatal voyage.

When news of the disaster reached the Royal Navy, the Service did not wait to be asked before preparing its own submarine rescue teams for action.

Submersibles LR5 and ROV Scorpio were immediately prepared for deployment at Renfrew, near Glasgow, and the Submarine Parachute Assistance Group at Fort Blockhouse, Gosport, was told it could be called upon at any time.

As Naval and civilian specialists gathered at Prestwick Airport the submersibles, compression chambers and support equipment were loaded on to an Antonov transport plane and three RAF Hercules.

And when Russia finally called for outside assistance the rescue team was airborne and on its way to Norway within the hour.

During an 800-mile sea voyage from Trondheim on board the Normand Pioneer, Cdr Alan Hoskins and his team remained quietly determined to save anyone who was left alive in the submarine, stranded 108 metres below the surface of the Barents Sea.

Meanwhile, repeated efforts by Russia to save the crew revealed massive damage to the Kursk, and it looked increasingly likely that many if not all of the submariners would already be dead.

When the British team reached the scene, Commodore David Russell took charge and the ROV Scorpio was used to assist a team of Norwegian divers in clearing debris and investigating the condition of the submarine and its hatches.

But all hope was lost on the ninth day when divers released the outer aft escape hatch of the Kursk and found that the submarine was completely flooded.



● *The man who headed the Royal Navy's bid to rescue any crewmen alive in the Kursk, Commodore David Russell, discusses the plan of action with RN divers who would have helped in the launch and recovery of the LR5 rescue craft. Commodore Russell, designated Scene of Action Commander UK Forces, was on board the Norwegian mother ship Normand Pioneer with (l-r) Diver Richard Walker, CPO(D) Pete Younger and LS(D) Taff Rees. In the background is the LR5.*

Despite the best efforts of Russia, Britain and Norway, and some of the world's most sophisticated underwater technology, the crew of the Kursk were already far beyond help.

Cdr Jeff Tall was the captain of the nuclear submarines HMS Churchill and HMS Repulse and is now Director of the Royal Navy Sumarine Museum at Gosport.

He said: "This is a sad day for all submariners, regardless of nationality. I think that submariners will see this as a reminder of the essentially hostile environment in which we operate and there is, of course, enormous sympathy with the families of the men who have been lost."

Britain a world leader in submarine escape

THE ROYAL Navy is a world leader in the field of submarine escape and rescue – and the Service's expertise has been evolving for more than 80 years, ***writes Dominic Blake***.

The first real breakthrough in escape technology came with the invention of the Davis Submerged Escape Apparatus (DSEA) in 1929 – a rebreather which gave the wearer a 30-minute supply of oxygen.

Simple but effective, DSEA remained in Service for many years, and every RN submariner was trained in its use at the Submarine Escape Training Tank (SETT) at the former HMS Dolphin.

But the deficiencies of DSEA were highlighted with the loss of HMS Truculent after a collision in the Thames estuary in 1950. Although many men escaped, almost all of them perished from exposure before they could be rescued.

Soon afterwards, an immersion suit was added to create the forerunner of the sophisticated submarine escape suits which are in use today.

These allow the wearer to climb into an escape tower where the suit and the compartment he is in are charged with high-pressure air until the pressure inside the tower matches the water pressure outside the submarine.

The hatch then pops open and the escapee breathes normally all the way to the surface, with excess air purging itself under his hood and the suit's increasing buoyancy driving him to the surface.

A personal life raft is built into each suit and this, together with the immersion suit, gives him an excellent chance of survival even in the harshest conditions.

Every RN submariner goes through this drill with a 100ft free ascent in the SETT at Gosport, and the staff there have set records for free ascents of over 180 metres (600ft) during exercises off the coast of Scotland.

While Britain forged ahead with escape technology, the US put its resources into the development of Deep Submergence Rescue Vehicles (DSRVs) – far superior to earlier diving bells which were severely limited by the weather and the ability of their mother ships to stay exactly in position.

America's success with DSRVs prompted Britain and many other NATO nations to fit submarine hatches which could be opened by the rescue vehicles, giving Royal Navy submariners the option of escaping or waiting for rescue.

Cdr Tall said: "We have a 'belt and braces' approach. Escape teams have successfully demonstrated that escape suits can be used from over 600ft, which is the depth of the continental shelf where the danger of submarine collision is theoretically highest.

"But rescue is the preferred option, using technology driven by America's DSRV programme, and the introduction of special hatches on our submarines allows rescue vehicles to dock."

A unique experiment between the Royal and the United States Navies proved the technology would work more than 20 years ago.

In 1979, a simulated 'subsunk' distress call was sent from the diesel-electric submarine HMS Odin 400ft deep on the sea bed off the Isle of Arran.

In response, the USN in San Diego flew their DSRV Avalon to Glasgow where Royal Navy experts transported it to the Clyde and secured it to the casing of the nuclear-powered Polaris submarine HMS Repulse.

Repulse sailed to the scene, dived, and released the Avalon which then located HMS Odin and attached itself to the escape hatch. Men were then successfully transferred from Odin to Repulse, where sailors in the larger vessel climbed on board for a return trip to Odin.

Today, the Royal Navy holds regular exercises with the USN, and NATO allies and has done so recently with a Polish submarine which has almost identical hatches to those of Russian submarines.

Cdr Tall said: "I have total confidence that the LR5 would have been able to reach any survivors if there had been any. Once the divers had established the angle of the Kursk and the fact that a water-tight mate or seal could be made, there was never any doubt."



● *The US Navy DSRV escape vehicle on the casing of HMS Repulse for a complex and unique submarine escape exercise in 1979.*

FOR NAVY PERSONNEL ONLY
FREE NOKIA 3210 - FREE CONNECTION
OFFER WORTH £116 ORDER NOW!
NEW SPECIAL OFFER
FREE NOKIA 3210 WORTH £29.99
FREE CONNECTION WORTH £35
FREE 100 MINS OF CALLS PER MONTH ANYTIME
FREE PORTABLE HANDS FREE KIT WORTH £19.99
FREE IN CAR CHARGING LEAD WORTH £17.99
FREE LEATHER CASE WORTH £12.99
PEAK RATE DOWN TO 18p PER MIN
OFF PEAK DOWN TO 5p PER MIN
NO CREDIT CHECKS
WEEKEND CALLS ONLY 2p PER MIN
cellnet
FREEPHONE 0800 018 8200
PLEASE HAVE YOUR BANK DETAILS HANDY WHEN ORDERING
Subject to a contract, including notice period, monthly line rentals. Start at £18.00 inc. VAT

Published by *Navy News*, HMS Nelson, Portsmouth, and printed by Portsmouth Publishing and Printing Ltd, The News Centre, Hilsea, Portsmouth, PO2 9SX

The GangPlank Club



"Avast ye landlubbers!

It be back to school with ye! Hope ye had a rip roaring holiday and are ready to meet up with ye school friends again.

I used me holiday to learn a new skill, I be learning to do that there cycling thing. Jack has shown me how to ride round that deck. Look ye too – don't forget to look me and me crew up on that there web!

www.navynews.co.uk/gangplank

JOIN CAP'N PLANK ON-LINE

IT'S COOL TO BE KEEN TO BE SEEN!!

It's back to school time and soon the evenings will start to get a bit darker **SO** if you're out on your bike don't forget to **BE SEEN.**

There are loads of really great products around for you to wear to let everyone know you're there!

Most of the really top backpacks have those luminous strips and you can get smart neon bands to wear across the body.

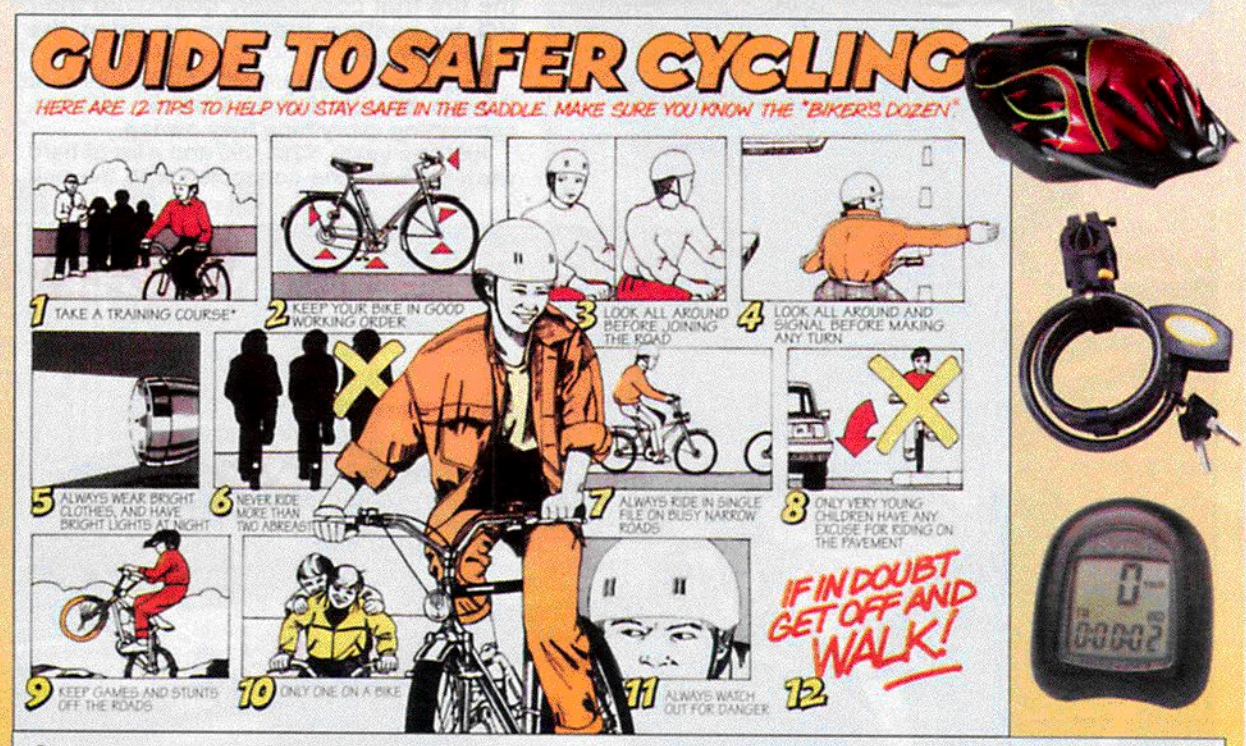
POWER UP – Make sure your bicycle lights are nice and bright!

LOOK AFTER YOUR HEAD! – Your brains are precious and your head is fragile SO Don't forget your helmet, it's a must!

GET WISE – If you are just taking your bike for the first time then make sure you know all about road safety. If not ask your teacher or at your local police station.

WIN! – YOU COULD WIN A COOL CYCLE HELMET, A CYCLE COMPUTER & A CYCLE LOCK – WIN!

RALEIGH PARTS & ACCESSORIES



Just name 3 tips for Safer Cycling and send your answers with your Name, Age and Membership Number to: 'The GangPlank Club', Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Closing Date for Entries – 12th October 2000

The Editor's decision is final. Relatives and employees of Navy News are ineligible

THE MESS DECK

Hello from all the crew! Thanks for all your great letters. You all sound like you had a top holiday!

Here's regular writer Paul Kitching with his sister Amanda – oh and that's HMS Invincible behind them





What a great photo, here's Louise and James Williams in Guess Where? Well it's Red Square in Moscow -WOW! Good luck on your move back to Helensborough.

Hello to Matthew Miller, what amazing handwriting you have. Bet your Mum had a hand in it!!

Hey James Garrity – we love your poem, look out on our Web site, you might just find it there!

Megan Cox – glad to hear your sunflowers are growing, wonder how the other Gang Plank members are doing with theirs?

Birthday Congratulations!

James Abbott
Naomi Archer
Jordan Attis
Christopher Aydon
Hannah Bailey
Jacob Banks
Katie Baoman
Robert Bateman
Alexandra Bird
Nicholas Blagden
Luke Blampied
Jack Booth
Richard Bowen
Scott Bull
Luke Burcham
Mark Carter
Callum Carvell
Shannon Chilvers
David Chipp
Hannah Clark
Matthew Colfer
Gillian Cotter
Lee Crucefix
Benjamin Dance
Marc Dancer
Jake Denton
Georgia Didymus
Liam Dillon
Kelly Donovan
Christopher Dyson
Richard Eldridge
Laura Fletcher
Liam Ford
Robin Francis
Steven Game
Danielle Gatenby
Cameron Geddes
Robyn Gray
Joseph Greig
Hannah Griffiths
Sam Griffiths
Shevaun Grocott
David Harding
Andrew Harmer
Aaron Harris
Douglas Harris
Sam Harris
Thomas Hawkes
Laurence Hawnt
Simon Hetherington
Simon Hewitt
Christopher Hide
Jessica Hull
Gemma Ingram
Euan Kennedy
Keaton Kerridge
Josh King
Abbi Lambert
Jae Lambert
Rebecca Langley
Victoria Lowry
Alexander Luff
Gavin MacKenzie
Karyn MacKenzie
Joshua Marks
Shannan Marks
Timothy Martin
Stephen McGunnigle
Beatrice Merrett
Michael Mimms
Christopher Moore
Bethan-Ceri Morris
Emma Murray-Jones
Jordan Musker
James Newport
Ross Nunn
Lucy Offrey
Damon O'Kane
Matthew Olive
Nicholas Ould
Christopher Paddison
George Palmer
Alice Pardoe
Jessica Patterson
Andrew Perry
Dean Pomeroy
Robbie Rands
Brian Ranner
Joseph Revill
Lisa Roberts
Michael Roberts
Joshua Roberts
Eddie Robinson
Neil Rooney
Jennifer Ryan-Fessitt
Joel Scrafton
Craig Searle
Karen Shaw
Christopher Short
Sarah Slater
Adam Smith
Jack Smith
Charlotte Spark
Autumn Spayne
Joseph Spillane
Sophie Squibb
Nicole Stevens
Stuart Stirton
Oliver Strong
Leyton Thomas
James Thompson
Connor Thores
Holly Thorogood
Benjamin Trevett
Dominic Tucker
Lauren Twist
Jack Tyler
Samuel Vause
Daniel Wall
Samantha Weetch
Lewis Wells
Samuel Whale
Rhiannon Wilkin
Alexander Wilkins
Ben Williams
Joshua Williams
Owen Williams-Power
Joshua Wilman
Amie Wingrove
Emily Wynn-Werninck
Patricia Yau



Watery welcome for the Duke at Malvern

MALVERN unit TS Duke of York celebrated their official rebirth following the fire that completely destroyed their HQ by inviting the Duke to open the new premises.

It was in February 1998 that flames tore through the old Dukes Meadow building, consuming everything they owned.

Just two years, £200,000 and a lot of hard work by everyone connected with the unit saw them snugly installed in a converted factory building.

The Duke – who is the Admiral SCC – arrived in driving rain to cheers from a waiting crowd, inspected the Guard and unveiled a plaque marking the occasion.

Later he presented the Unit CO Lt Tony Barber with his Cadet Forces Medal and Lt Cdr Shelagh Packwood with the first clasp to hers.





The Royal Navy has often been described by some of its people as the only family they have ever known. Commodore Roger Parker tells *Jim Allaway* why today many youngsters are still more at home with the Sea Cadet Corps than anywhere else.

THE UK's 16,000 Sea Cadets have everything in common but their background. In an area north of Birmingham it is said that 70 per cent of cadets come from single parent families. And the CO of one London unit reports that most of his cannot read or write to an acceptable standard.

In sharp contrast, other units are well-endowed, with obviously high levels of financial support from their families and local communities.

Yet when they gather en masse, on parade at high-profile public events or at the various RN establishments where they meet for competition and training, you wouldn't know the difference – a fact that still fills their Commodore, Roger Parker (himself a former Sea Cadet) with wonder and a personal sense of gratitude.

"When I joined Kingston unit over 40 years ago, it was the best thing that happened to me in my whole life. The present CO and First Lieutenant were with me then – and they are there still. They taught me what life was all about – because up until then I had been cosseted at my grammar school.

"Now when I see a whole bunch of cadets from units with very different backgrounds, I find they all work together wonderfully. They all march together and paddle the same canoes – and they all look the same, which fits in with the old adage that wearing school uniform meant that everybody got treated the same, too.

"So it's a very levelling experience – and we always try, of course, to take that level upwards, to keep standards high and make sure they all feel they've really achieved something. So they will go away, hopefully, saying 'that was the best thing that's happened to me in *my* life.'

"Levelling in this country always seems to mean levelling down – not in the Sea Cadets, it doesn't. A lot of people who have made it to the top had their start with the Sea Cadets. Like the Archbishop of Canterbury – and John Prescott, the Deputy Prime Minister, who often mentions the fact . . ."

In its current form, the Sea Cadet Corps dates from just after World War II, when existing units were addressed by a memorandum which determined what the Navy would offer in terms of training and what the Navy League could provide by way of sports and the other fun elements that go into any youth movement.

It goes much further back than that, though. Just over a century ago Queen Victoria sponsored a

For SERVICE, QUALITY and VALUE second-to-none...

We invite PO'S and OFFICERS of The Sea Cadet Corps and Royal Navy to take advantage of our unrivalled MAIL ORDER Service...

EST 1880

BAUN & CO

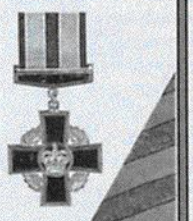
Complete UNIFORM outfits, Caps and all accessories, Gold Lacing.

Customers OWN MEDALS MOUNTED, Miniatures supplied and mounted. Medals supplied

Good range of Regimental Ties in stock, ordering available for Ties not in stock.

Separate Uniform Trousers Terylene/Wool £32.00

Send S.A.E. for free price list stating rank or rating.



BAUN & CO.

Only address

14 QUEEN STREET, PORTSMOUTH PO1 3HL

Telephone: 023 9282 2045

Koala Kountry Kall



WESTERN Australia Naval Reserve Cadets conducted their first International Sea Cadet Exchange by hosting 25 staff and cadets from the UK, USA, Canada, Netherlands and South Korea.

The British contingent seen here was drawn from the Northwest, Eastern and Southwest areas and led b y Lt Cdr Steve Coles and Lt Michelle Welsh, assisted by PO D. Knowles.

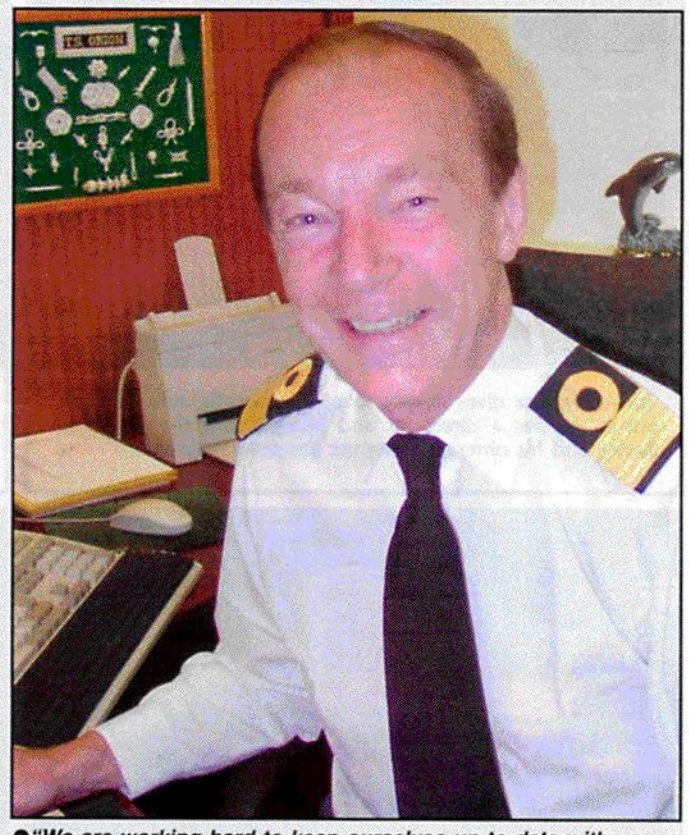
During their 13-day visit they visited Perth, Fremantle, Albany and HMAS Stirling, the major West Coast naval base.

This was the venue for the WARC annual continuous training. Some 200 units took part in qualifying courses in cookery, adventure training, music, ceremonial, marine engineering, Leading Seaman Qualifications and rescue boat endorsement, winding up with a barbecue on Garden Island where the group hosted 50 young cancer patients.

In between they managed plenty of sightseeing and shopping and were introduced to plenty of the local fauna – including kangaroos and koalas, of course.

LEVELLING UP – SEA CADETS COMBINE TRADITION WITH AMBITION

Tied up in knots? Not any more, we're not . . .



●*"We are working hard to keep ourselves up to date with young people's expectations" – Cdre Roger Parker*

sea cadet unit at Windsor, TS Windsor Castle – and even before that it may be said to have its origins in the Naval "Lads Brigades" set up by sailors returning from the Crimean War who were appalled by the poverty of children in the Kent coastal towns around Chatham.

Today it remains a curiously disparate organisation, with individual units left to plough their own furrows under what has always been a fairly loose system of control. It is a situation that charms and maddensCdre Parker in equal measure.

"When I try to explain to people what the SCC is, I find it's easier to say what its not. We're not Sea Scouts – they belong to the Boy Scouts movement. Nor are we Combined Cadet Force (CCF) in any shape or orm. And we are *not* a recruiting organisation, although we obviously provide an ideal start for a Naval career.

"The aim of the SCC is to produce young people who we hope will be the responsible adults of the future. And we use the customs and traditions – and some of the discipline – of the Royal Navy to that end.

"We are almost hamstrung by our history – but there are strengths and weaknesses in the arrangements we work under. The autonomy of the individual units is actually fundmental to the make-up of the Corps, which I often describe as a federation. They agree to abide by a set of regulations approved by the SCC Council (I'm not a member of it, they direct me on how the Corps should operate) and by so doing, and by reaching certain levels and standards during the year, following an inspection by a serving RN officer, they continue to receive the benefits of membership.

"But the units themselves are charities in their own right, run by their own management committees who are responsible for raising their own money and provisioning and maintaining their premises independently.

"And that's the really big difference between us and the Army Cadet Force and the Air Training Corps, who both get their money for their premises and the running of their units through the MOD. We do not, and there are pluses and minuses for us here. The fact is, the Royal Navy could not now afford to take on units in the same way. So we're stuck with that and have to make the best of it.

"The strength of our position is that if for any reason – and there's no suggestion that there is – the Navy should withdraw the measure of financial support it does afford us, we have an independence which the ACF and ATC do not.

"The Navy often says I want it both ways – I want everything I can get from them but I also want to be independent. I riposte – but not too strongly! – that the Navy also wants it both ways. They want everything we are providing, because they benefit from it – they *do* benefit from recruiting, on the basis that those who join the Navy from us tend to stay. Which is a very important point – our people know what they're going into from the outset.

"But the Navy also has, with us, 400 points of contact all around the country where Naval uniform is shown off, maintaining the 'footprint' of the Navy in a way it can't otherwise manage.

"They use that in every possible way – and quite rightly. I've absolutely no problem with that. If you go to Plymouth Navy Days, say, you will find the Guard is always a Sea Cadet Guard these days. And the Plymouth Guard last year was one of the best I've ever seen, serving Navy included.

"On the other hand, this visibility of ours right in the heart of the community works against us in a way – because people assume that because we are in uniform and look like sailors, male and female, that we are fully supported and covered by the Navy. So our fund-raising efforts have to work against that perception.

'Levelling in this country always seems to mean levelling down. Not in the Sea Cadets, it doesn't'

Well, at present we are losing money at the rate of about £1/4 million a year – and we can't afford to do that for too long because our assets are less than £3 million.

"The Navy provides, either in direct grant or by providing Naval officers or retired officers for jobs in the Areas or at Headquarters, some facilities in Naval establishments and a lot of help in kind, in round terms £61/2 million.

"We believe it costs at least that to run the units – about £15,000 for each of them purely in running costs like insurance or maintaining a minibus."

Cash was only part of the numbers game. All the staff and instructors were volunteers – and together they added up to a formidable force.

"These people give their time over many, many years – over 45 years is not unusual. We're talking about 16,000 cadets backed by 5,000 adult instructors and another 5,000 people who are responsible for units around the country. Altogether that's 25-26,000 people – not including parents and supporters associations – who are directly concerned with the Sea Cadets.

"That's an enormous number when you consider that the serving strength of the RN is only a bit over 40,000.

"Over all, the number of cadets has stayed pretty level in recent years. But the number of 12-17 year olds is declining while the number of juniors, 10-12 years old, is increasing. That is for two reasons, so far as I can make out. To begin with, it is that lower age group which more and more wants to do more of the things it sees the older one doing. And we have in any case increased the number of junior sections.

"We are working hard to keep ourselves up to date with young people's expectations. We have a strategic review of our own going on – and one of the points it has thrown up is the fact that in some parts we are still in the Nelson era. We know this – but not only do we think that some of those traditions are important, we also know that our young people enjoy following them.

"It is absolutely my policy to pursue any form of nationally recognised qualifications that my cadets can obtain – but I also have to overcome a certain amount of resistance to change. The Navy thinks I can issue an edict to my commanding officers in the units and then it will happen. But it doesn't happen that way – I have to cajole and encourage to produce change and persuade people that this is the best way for ther future.

"We're getting there, though – many units now have their own websites, for instance."

Behind all this, wasn't there an underlying difficulty that the tradition of voluntary service was in decline?

"There is an enormous problem in getting volunteers. The most crucial element in any unit's organisation is the adult volunteer. It's not that difficult to recruit the cadets – but if you haven't got the people to instruct them, to make the training programme sound, practical and above all fun, then you're getting nowhere.

"As part of the package, the Navy provides us with the premises from which we conduct a number of training courses and travel expenses and Reserve Forces pay is available for some of them if people can spare the time to get away for them.

"But the pressures on people these days, whether in the domestic situation or with pressures at work – 'If I take a week off will my job be there when I get back?' and so on – mean that we have as much difficulty in attracting volunteers as any other organisation.

"So we have to grow from within – to encourage our younger people at 18 and upwards to keep an interest, to keep in touch and hopefully return to be the unit COs and First Lieutenants of the future.

"And we must continue to attract support from schools and the local communities. Often when head teachers attend our annual inspections, they are surprised to find some of their biggest scamps in the ranks and they say 'How on earth did you manage to get him in here – at school he's a complete tearaway?'

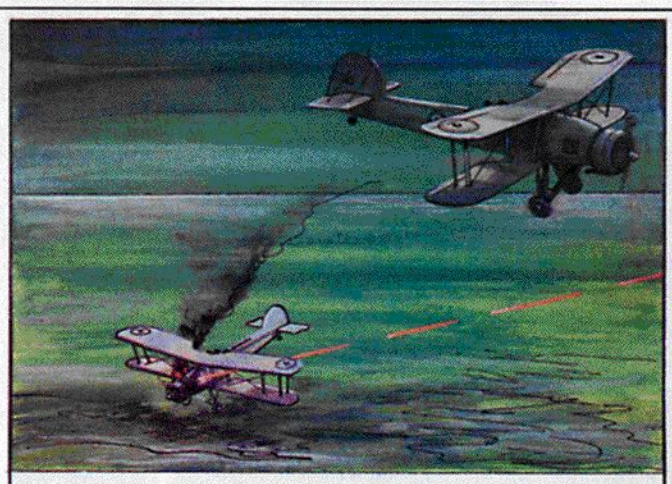
"So we believe we can offer something which the schools and society at large are not providing – something to which a particular young person can respond, take responsibility and give himself or herself the chance to shine.

"In some instances, it must be said, we provide young people with a home environment they don't otherwise have. That's no way our function – but it's a fact of life and we're happy to do it. I hope they will always remember us – and come back to help us with the next generation one day."

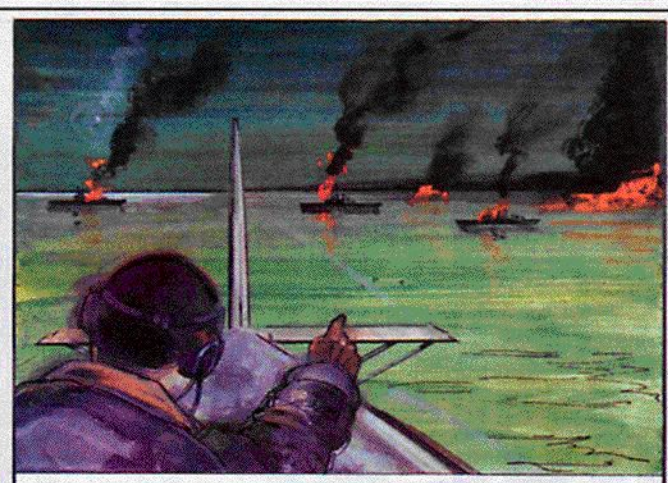


As the attack on the Italian Fleet comes to a shattering crescendo, luck runs out for one of the Swordfish bombers...

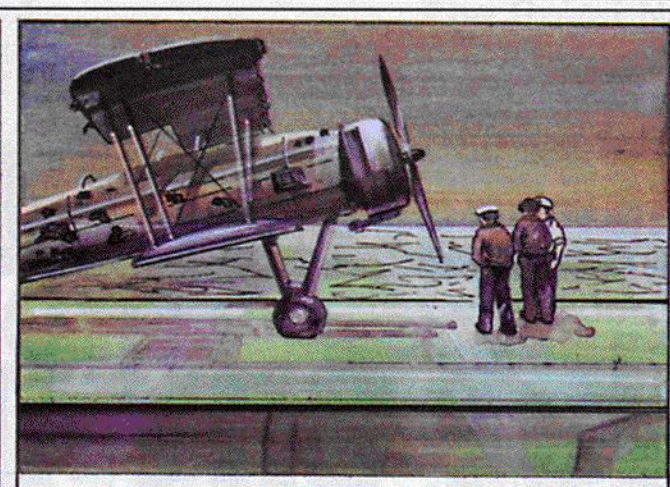
THE BATTLE OF TARANTO



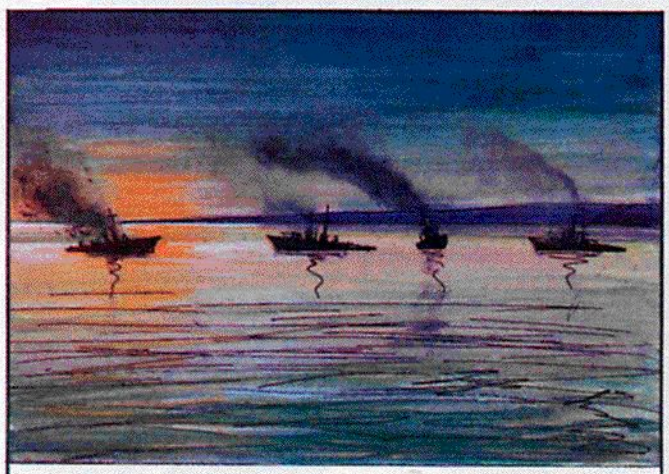
Torrens-Spence dives steeply to pass below the other aircraft but it receives a direct hit and plunges into the sea. Pilot Bayley and his observer Slaughter are never seen again.



The attack is over and the pilots look back at a harbour full of blazing ships. The water is covered in burning oil.



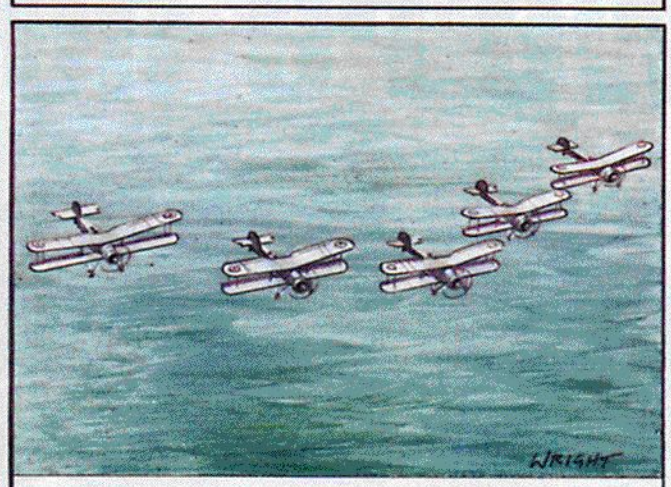
As the aircraft return to the carrier HMS Illustrious, their crews are amazed to find them riddled with holes.



Their mission has been a huge success. Three battleships, two cruisers and several destroyers have been sunk or badly damaged.



And the Italian High Command orders all the other major warships to retire to Naples – too far away to pose much of a threat to British convoys to Malta.



From now on, sea power will depend heavily on Naval air power – thanks to the efforts of a few old biplanes.



IT'S THE YEAR 2000
AND IT'S AN OLYMPIC YEAR

The Summer Olympics are being held in Sydney in Australia. They will start on the 15 September and finish on 1 October.

There are a total of 180 Gold Medals to be won.

Captain Plank and his crew have taken a good look at what will be happening in Sydney.

Here are some of their top sports facts for you.

- Australia has attended every single Summer Olympics since 1896! Only one other country has done this – Greece!.
- 50,000 volunteers will help at the Games.
- It is believed there will be 1.32 million visitors to Sydney because of the Olympics – that's an awful lot of people, hope there's room!
- One of the new sports at Sydney will be synchronised swimming. Actually there has been women's swimming at the Olympics since 1912.
- Football was the first team sport to be introduced to the Olympics. It was first played in 1900.
- In 1996 Women's football became an Olympic sport.
- Great Britain is pretty good at the Horse events. We have won 5 Gold medals, 7 silver and 9 Bronze. Guess what? The horses must come from the same country as their riders.
- Gymnastics is an Olympic sport that dates back before the Ancient Olympic games. At the Sydney Games a new discipline will be introduced – trampolining!.
- In 1992 Linford Christie became the oldest person to win the 100m running race in history. He won Gold in 1992 – even though he was a Record Breaker!!!

watch out for...

The crew has picked out some sportspeople they think will do well in Sydney. Look out for them on TV and cheer them on during the Games...

In Sailing keep a good look out for

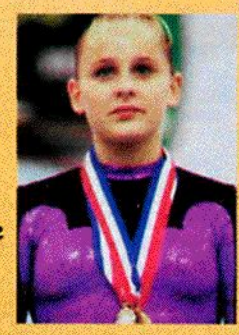
Ben Ainslie



Ben is ranked No 1 in the world in his sport, sailing a Laser dinghy. He is 23 years old and lives in Hampshire. He has been sailing since he was 8 years old. He won a Silver medal in the 1996 Olympics.

And in Gymnastics;

Annika Reeder



She is a Gymnast. Her best apparatus is the Vault and the Floor. She is 21 years old and lives in Essex. She was Weetabix Young Gymnast of the Year in 1991. In 1998 she was British Champion on Floor, Vault and Beam.

In Athletics look out for;

Jamie Baulch

Jamie is an athlete. He runs the 400m and is part of the GB relay team. He is 27 and lives in Wales. He was part of the GB team that won a Silver medal in the World Championships at 1997. In 1999 Jamie took the Gold Medal in the World Indoor championships.



The Gang Plank Club

Please enroll me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for: £4.25 1 year UK – £7.50 2 year UK (saving £1)

Name .....

Address .....

.....

.....

..... Postcode .....

D.O.B. ..... Tel No .....

School attended .....

Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Join the Gang Plank Club and receive a fabulous Goody Bag!

Send your completed form, together with a postal order/cheque for £4.25 or £7.50 to:

'The Gang Plank Club' Navy News, HMS Nelson, Portsmouth PO1 3HH

If you would like any further information before applying, call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone)

We will also accept payment by:- Visa, Delta, Access, Mastercard or Switch on orders of £5.00 or over



The White Ensign Association

Telephone: 0207 407 8658 Web: www.whiteensign.co.uk

Your Naval Charity providing free, friendly, unbiased help on finance, personal matters and employment

The 'GangPlank Club' is sponsored by The Gosling Foundation

EDUCATION FOR A BRIGHTER FUTURE

A Navy News Advertising Feature

'Groundforce' gets to a new High

Rose Hill School



Providing Quality Education in a Demanding World

Children aged 6 - 13 yrs.

Registered Charity No. 311708

Happiness, academic rigour and keeness of spirit are real Rose Hill virtues. Rose Hill is not a boarding school… it is an Educational Hotel and we have hosts of happy and successful boarders to prove it. We have more under Ten Year Old Service Boarders than any other IAPS Prep School of comparable size in the UK!

At Rose Hill School we believe strongly in the individual and strive to develop every child's potential to the limit. 68% of our Sixth Form won Scholarship or Exhibition Awards to their chosen Public Schools last year. 100% First Choice success at Common Entrance for over a decade.

Please don't make a decision you might live to regret. Nothing is more precious than your child's education. We could be exactly what you have been looking for. Being a Rosehillian isn't simply great… it's marvellous!

Please give us a ring and come and see for yourselves:- 01453 843196

Alderley, Wotton-under-Edge, Gloucestershire GL12 7QT
Telephone: (01453) 843196 and 521524 Fax: (01453) 842765
Headmaster: R.C.G. Lyne-Pirkis Cert Ed., MBIM



A HUGE modernisation and refurbishment programme is currently underway at Portsmouth High School.

As soon as the summer term ended removal lorries swept in to pack and store school equipment and the front car park was converted into a building site overnight.

Parts of the school are being emptied to allow development of a brand new Sixth Form Centre, Music House and Library.

The Sixth Form will say goodbye to their common room, which will become the new Library and also house the comprehensive Careers Centre. The Library has seen major changes in its structure since its inception in 1926. Methods of teaching have changed, as have sources of information with the largest impact being felt by the introduction of information technology.

Libraries are now no longer restricted to print-based sources of information and at Portsmouth High School they are entering the new millennium confident that they will be offering the very best in information resources.

Also on the move is Music House, where the larger, more conveniently located music room will be offering students the opportunity to experience small-scale recitals as well as the excitement of performing to much larger audiences in one of the two halls available. A lot of time has been spent in researching computer-generated music and the extra-curricular programme has continued to expand into the new arena of jazz.

The Sixth Form Centre will reflect the progressive and visionary expansion of the school. The vision of modernisation – building upon the traditional values and translating them into the present era and beyond – thus ensures that Portsmouth High School offers the best in 21st century education.

As well as major changes being made to the fabric of the school, a project is under way which will help create a stimulating and reflective outdoor environment for the school community. The "Groundforce committee", consisting of staff, pupils and parents, has been enthusiastically drawing plans and consulting extensively in an endeavour to create an inspirational and innovative work environment at the Senior School.

The Junior School is fortunate to have extensive grounds and these provide learning opportunities that enhance the curriculum. One subject area in particular that has benefited from this excellent resource is Art and Design.

A group of Year 5 girls, with their art teacher Mandy Gillard, has created four felt wall hangings to depict life in the school grounds in each of the four seasons. They have learnt the traditional skill of felt making, processing natural wool and then producing a wide range of coloured felt which has been used for the vibrant pieces of art.

This work has recently inspired visitors who have been attending the McDonalds 'Our Town' story at the City Museum & Records office in Portsmouth. Said Junior School Head Penelope Kirk: "It really has been the most fascinating experience for the girls to explore their environment and we are all very excited about visiting the exhibition when it moves to the Dome later on this year."

SHMIS, Co-Educational, Day and Boarding. Age range 2 to 18. 618 pupils

St. John's College Southsea





This Independent Day and Boarding School with a strong interdenominational and international dimension provides an excellent education for boys and girls aged 2 to 18.

UPPER SCHOOL & SIXTH FORM	Scholarships available Separate sciences taught 34 acres of playing fields
LOWER SCHOOL	Full use of upper school facilities French taught throughout Input from specialist subject teachers
NURSERY	Open between 8am to 6pm, 51 weeks per year. Interesting curricullum which includes French.

Please Call for A Prospectus

Tel: 023 92 815118 Fax: 023 92 873603
E-mail:sjcsouthsea@lineone.net
www.stjohnscollege.co.uk

compare the results
contrast the fees
consider .....

Wellington School



for further details, please contact the Bursar
Cdr. R D Coupe OBE RN
Wellington School, Wellington, Somerset TA21 8NT
01823 668800
Email: admin@wellington-school.org.uk
Reg Charity No 310268 to provide quality education for children

TRINITY SCHOOL

OPTIMISM CONFIDENCE CHARITY

BOARDING AND DAY SCHOOL FOR BOYS AND GIRLS PREPARATORY 3-11 SENIOR 11-19

Trinity School is thriving:

We have increasing pupil numbers and first rate exam and sports results.

The School is focused on the needs of individuals and helps to build confidence, thus helping them to realise their full potential. Courses can be tailored to nurture individual ability

Statement from a recent School leaver;

"The teachers help us become more mature, and to respect others opinions. They are all so very helpful here".

Over £2 million has been spent over the last 5 years on a structured development programme including boarding accommodation with en-suite facilities.

You will be warmly welcomed when you visit the School. Please contact Lesley Cunningham.

TRINITY SCHOOL
BUCKERIDGE ROAD • TEIGNMOUTH • DEVON • TQ14 8LY
Tel (01626) 774138 Fax (01626) 771541
e-mail: trinsc123@aol.com www.trinityschool.co.uk
Trinity School is a charitable institute for the education of children
Member of ISA – Reg. Charity No 276960 – Accredited by ISC

PORTSMOUTH HIGH SCHOOL

OUR COMMITMENT IS THEIR FUTURE

A LEADING INDEPENDENT SCHOOL FOR GIRLS (4-18)

Consistently high examination results and much more..... including emphasis on pastoral care, structured careers advice, strong ICT provision, opportunities to participate in the performing arts and sport and to pursue a wide range of extra-curricular interests.

For further information and a school prospectus, please contact the Admissions Secretary: telephone 023 9282 6714;
fax 023 9281 4814;
email: admissions@por.gdst.net
www.gdst.net/portsmouthhigh

GIRLS' DAY SCHOOL TRUST

SCHOLARSHIPS AND BURSARIES AVAILABLE

EDUCATION FOR A

A Navy News Advertising Feature

BOUNDARY OAK SCHOOL

ROCHE COURT, WICKHAM ROAD, FAREHAM. PO17 5BL
www.boundaryoak.co.uk

Co-educational Nursery & Preparatory School (Day & Boarding)

Nursery school: rising 3-5 years
Preparatory Department: 5-13 years
GIRLS' BOARDING AVAILABLE
Family atmosphere ✻ Large Sports Grounds ✻ Strong Forces Link
For full details of Scholarships and a Prospectus
Please telephone: Fareham (01329) 280955. Reg Charity 307346

CHILTON CANTELO SCHOOL

IMPORTANT

TO: Parents willing to invest £271 (+BSA) per term in their child's future.

FROM: Chilton Cantelo, a small 'family' school (Dorset/Somerset borders) offering a broad first-class education to boys and girls aged 7 - 18.

RE: Further information, please contact us today on **(01935) 850555** to arrange a visit.

WYKEHAM HOUSE SCHOOL

GSA DAY SCHOOL FOR GIRLS AGED 2¾ -16

At Wykeham House we offer

- a tradition of single sex education
- a happy yet stimulating environment
- a broad and balanced curriculum
- small class sizes to ensure personal attention
- a partnership between home and school
- a commitment to extra-curricular activities
- modern Information Technology suites
- New School Hall and Music Room
- excellent GCSE results
- two Nursery Classes

FOR MORE INFORMATION CONTACT: THE HEADMISTRESS AT, East Street, Fareham, Hants.P016 0BW Tel: 01329 - 280178 or Fax: 01329 - 823964
Email:WHS@Wykehaminst.demon.co.uk Website:http://www.wykehaminst.demon.co.uk

QUEEN VICTORIA SCHOOL

Set in 45 acres of beautiful Perthshire countryside

- Stable and uninterrupted co-educational boarding for 11 - 18 year olds;
- Quality education including school clothing at low cost – termly charges below £250;
- School hospital and resident Sister;
- Overall pupil teacher ratio 8.5 to 1; total school roll 270;
- Eligibility includes children of Service personnel, serving or have served in Scotland;
- Easily accessible by road, rail or air;
- Warm, friendly, lively atmosphere where pastoral care takes high priority;
- Full range of curriculum following the Scottish Education system;
- Extensive programme of sport, music and extra-curricular activities;

Visits to the School are welcome at any time.
For prospectus and further information or an appointment,
THE HEADMASTER, QUEEN VICTORIA SCHOOL DUNBLANE, PERTHSHIRE. FK15 0JY
Tel: 0131 310 2901 or 01786 822288 Fax: 0131 310 2926

THE ROYAL SCHOOL HAMPSTEAD

Principal: Mrs C.A. Stibson B.A. (Oxon)
ISIS MEMBER
INDEPENDENT BOARDING AND DAY SCHOOL FOR GIRLS 7-18 YEARS

A HOME FROM HOME FOR YOUR DAUGHTER

Here in Hampstead, your daughter can receive an excellent education whilst studying in a caring, happy and secure environment. We provide:

- A broad based curriculum, well qualified staff and small classes.
- Flourishing activities including Sport, Drama, Dance and Music.
- Modern accommodation with good facilities.
- Frequent educational and cultural visits.
- Escort for young girls to travel termini.
- Very competitive fees closely related to Boarding School Allowance.

Applications are also invited from ex-servicemen in need, for whose daughters significant fee reductions could be available, if suitably qualified.

Please contact:
The Admissions Secretary, The Royal School, Hampstead, 65 Rosslyn Hill, London NW3 5UD.
Tel: 0171 794 7707
A Registered charity founded for the education of the daughters of servicemen



Holbrook still struts its stuff

WHILST now fully co-educational and open to children from all backgrounds, the Royal Hospital School, Holbrook, is proud of its long seafaring traditions and holds 12 ceremonial parades during the academic year.

There is a particularly strong musical tradition and the Choir and Band are much in demand both locally and nationally.

Founded at Greenwich in 1712 to educate the sons of seafarers, the school moved to its present superb 200 acre site on the banks of the River Stour in 1933 and is the largest HMC full boarding school in East Anglia with some 680 full boarders.

Children and grandchildren of seafarers are eligible for the school's own Assisted Places Scheme, based on parental income.

The school is fortunate to have the financial backing of the Crown Charity, Greenwich Hospital. Over £8 million has been spent over the past six years in refurbishing all boarding accommodation and in building new design technology and computer facilities.

A floodlit artificial hockey pitch is the most recent addition to the campus.

NEWLANDS

Co-educational day & boarding school
for pupils aged 2½ - 18 years
Quality Education



Academic, Cultural & Sporting Excellence
Fees in line with BSA
High percentage of Forces boarders
Accelerated Learning Centre
Theatre Arts Course

Tel. 01323 490000
Newlands School, Eastborne Road, Seaford, East Sussex BN25 4NP
Fax: 01323 898420 e-mail: newlands1@msn.com
www.newlands-school.com
Charity No 297606

THE RIGHT STEP for the FUTURE
BOYS & GIRLS 3 - 18
day, weekly, full boarding

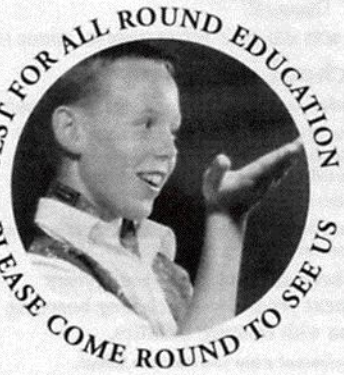
Potential
child's
on your
Building

Embley Park School
Romsey, Hampshire, SO51 6ZE
Tel: (01794) 512206 Fax: (01794) 518737
e-mail: embley.park.school@virgin.net
Registered Charity
existing to educate children

GREAT BALLARD SCHOOL

Co-educational IAPS Day & Boarding 2-13

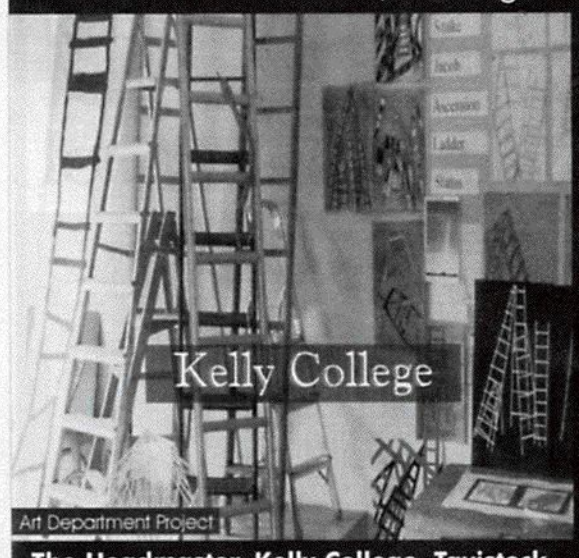
BEST FOR ALL ROUND EDUCATION
PLEASE COME ROUND TO SEE US



- Saturday morning lessons years 7 & 8 only.
- Specialist small group teaching.
- Flexible boarding arrangements.

For further details, please contact:
Great Ballard School, Eartham
(between Chichester & Arundel)
on 01243 814236

Art Lesson: "Be creative, aim high!"



Open Day October 7th 2000

The Headmaster, Kelly College, Tavistock, Devon, PL19 0HZ Tel/Fax: 01822 612050
email: HM@kellycollege.com
www.kellycollege.com
Values added for life

BRIGHTER FUTURE



A Navy News Advertising Feature

The outdoor life suits Wellington

EMPHASIS on practical education has always been a key feature of Wellington School's development. So, in addition to achieving individual academic success, pupils are encouraged to take part in music, drama, sport and a wide variety of activities, clubs and societies – many of which revolve around the Great Outdoors.

Both the Combined Cadet Force and the Duke of Edinburgh Award Scheme are designed to develop self-reliance, leadership ability and a spirit of adventure.

Led by an enthusiastic and committed core of teaching staff, approximately 150 pupils each year take part in the Duke of Edinburgh scheme at silver and gold level.

Much time and perseverance are spent on fulfilling the skills, service and physical activity sections, but the real fun is to be had on the expeditions which have taken place as far North as the Hebrides and as far West as the Brecon Beacons.

In order to encourage as many pupils as possible to participate in the CCF activities, no formal teaching takes place on Friday afternoons for Years 10, 11 and Lower Sixth. Those not in the CCF help with local community projects whilst those in the Army and Naval sections learn campcraft and survival, navigation and Naval topics, Engineering and Infantry skills.

For the keener cadets, there are many opportunities for greater challenges. Being fully co-educational, there is no discrimination in the various teams where selection is made on merit alone.

This year, the school entered three teams in the arduous Ten Tors event on Dartmoor, undertook the gruelling 50 mile RAF Benson March in Gloucestershire (non-stop singing and marching over two days) and will enter a 14-strong team in the Nijmegen Marches in Holland where last year the Wellington team won the Best Army Cadet Team Trophy.

Other successes for the CCF this last year have included winning the National Cadet Signals Field Competition and the Somerset Cadet Orienteering Competition.



● *"Your team was cheerful but disciplined . . . a credit to your school and British youth" – from a letter received by the Headmaster of Wellington School after last year's Nijmegen Marches.*

Mayville High School
'make your mark'

Drop in Day
Friday 6th October 2000

Scholarships and Trustee assisted places available

35-37 St. Simon's Road SOUTHSEA **Tel: 023 9273 4847**

Choosing a School?

ISIS Independent Schools Information Service

The Independent Schools Information Service (ISIS) provides you with up to date information about **independent fee paying schools**. Phone for a **free** regional ISIS handbook giving details of schools in the South and West.

Tel: 01736 799250
(quoting ref.(NN09/00) or write to:
ISIS (South and West),
Trevarrack House, Lelant, St Ives,
Cornwall TR26 3HA

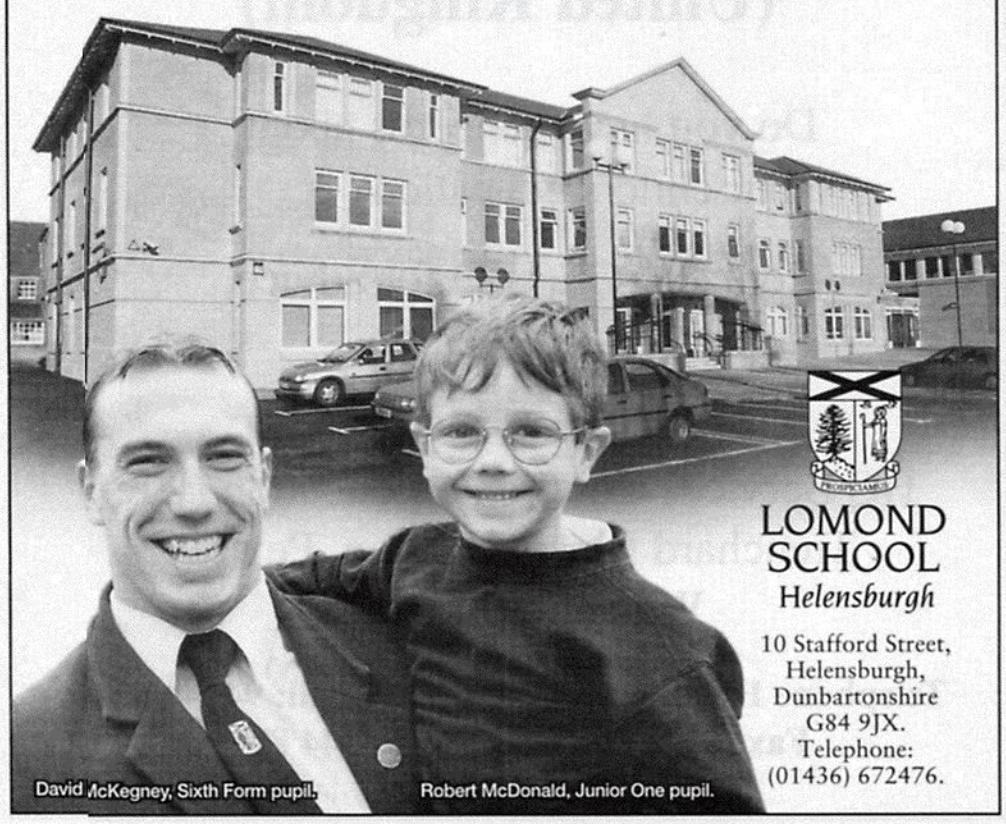
THE LICENSED VICTUALLERS' SCHOOL
700 pupils aged 5-18, non-elective, co-educational, day & boarding

- Education for the whole family on one site. Separate self contained Junior School.
- A wide range of academic options to GCSE, 'AS', 'A' Level and GNVQ. Excellent results at all levels.
- Purpose built complex set in 26 acres, excellent facilities for music, drama and sports (including an indoor swimming pool).
- High investment in Technology in both Junior and Senior Schools.
- Extensive range of extra Curricular activities.
- Academic, music and sports scholarships available for entry into many year groups, including Sixth Form.
- A 10-20% reduction in fees is available to all HM Forces personnel

If you would like to visit or require further details, please telephone or write to:
The Headmaster, Mr I Mullins London Road, Ascot, Berkshire SL5 8DR
Tel: 01344 882770 Fax: 01344 890648 Registered Charity No: 230011

We're proud of what we build here

If you'd like to find out more about why we are in such demand, please phone for an individual appointment.
You will be made most welcome. We award service bursaries.



David McKegney, Sixth Form pupil. Robert McDonald, Junior One pupil.

LOMOND SCHOOL
Helensburgh
10 Stafford Street, Helensburgh, Dunbartonshire G84 9JX.
Telephone: (01436) 672476.



Kingswood School
Lansdown Bath Somerset BA1 5RG
Tel: 01225 734200 Fax: 01225 734205
Registered Charity No. 309148

ARE YOU CONSIDERING BOARDING?

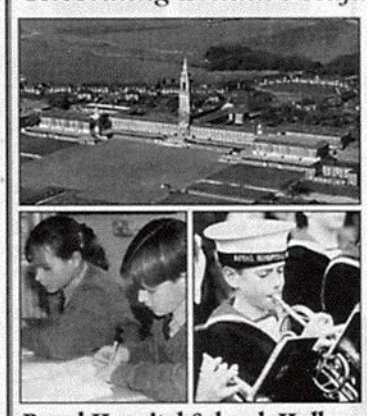
Our pastoral care has been judged 'exceptional', catering for boys and girls of ages 7-18. Flexible, Weekly and Full Boarding with Day places also available - please come and meet our staff.

OPEN DAY - 14th October 2000

Scholarships * Bursaries * Special Talent Awards * HM Forces Remissions for entry in September 2001
A Christian based school with a happy and caring environment where children thrive
High Academic Standards with excellent Examination Results – Extensive Extra Curricular Activities
E-mail: registrar@kingswood.bath.sch.uk www.kingswood.sch.uk

Royal Hospital School

Celebrating Britain's seafaring heritage through the education of children



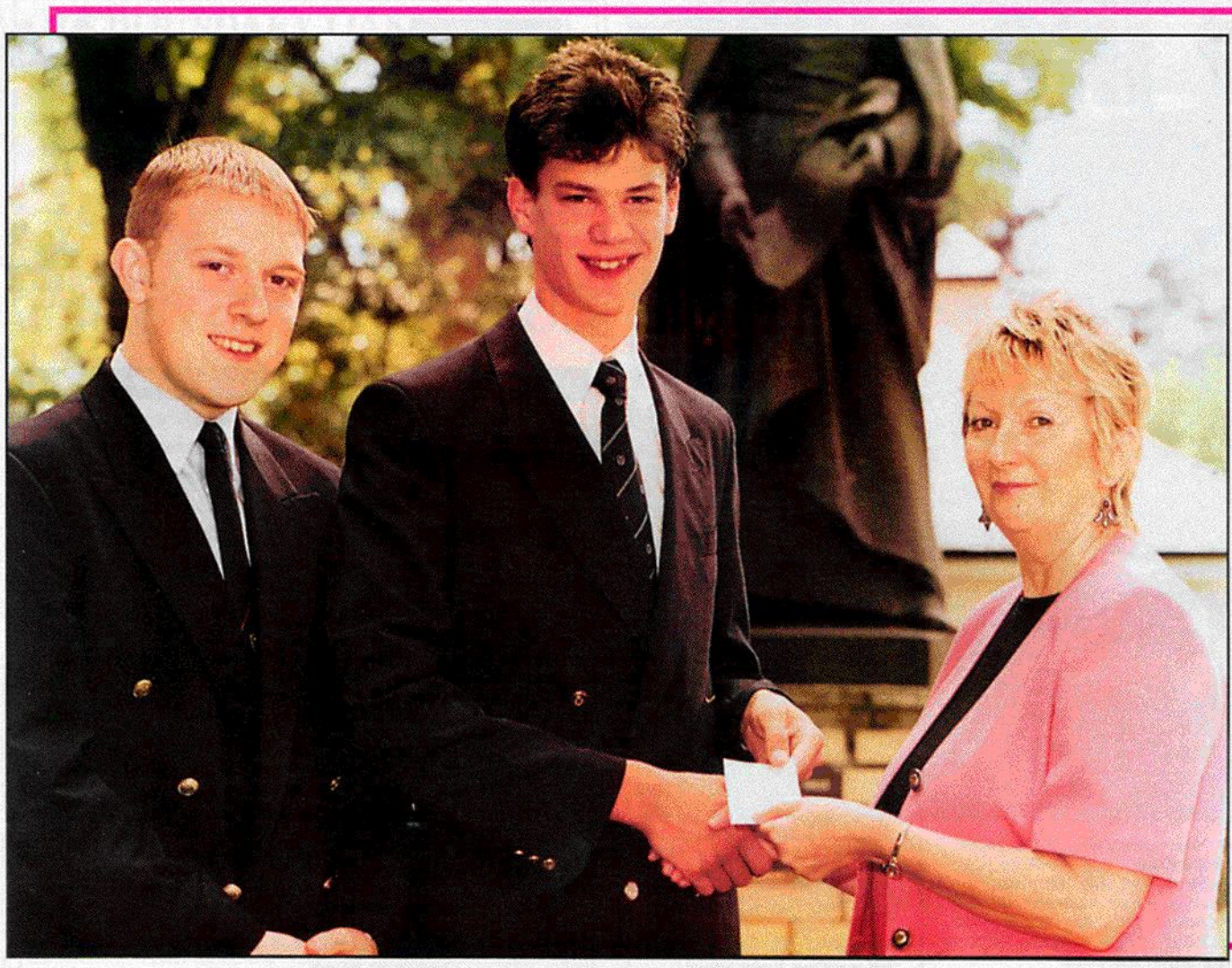
- Excellent all-round education
- High academic standards
- Magnificent 200 acre site on the banks of the River Stour
- First class sports facilities
- A particular tradition in sailing
- A 'traditional' approach to good manners and behaviour
- All eleven boarding houses have been extensively modernised
- Excellent Design and Technology faculty
- A networked computer system serving all departments
- Internationally renowned Music School: including Marching Band, Chapel Choir, Concert Band and School Orchestra
- Children and grandchildren of seafarers pay a fee based upon family income

Entrance Examination - Saturday 22nd January

Royal Hospital School, Holbrook, Suffolk IP9 2RX Tel. 01473 326200 Fax. 01473 326213

EDUCATION FOR A BRIGHTER FUTURE

A Navy News Advertising Feature



THIRD WORLD PROJECT FOR SIXTH FORM PARTNERSHIP

TWO sixth formers at St John's College, Southsea, were presented with a cheque for over £1,000 by headmistress Suzanne Bell, to enable them to undertake life-changing trips to support third world projects.

The money has been collected through various fundraising activities undertaken by pupils during the past few months.

As part of the global De La Salle network of schools, St John's is involved in its charitiable arm, providing education and teaching facilities to deprived children in areas of poverty around the world.

William Blades and Jonathan Hildrew will be travelling to the Philippines and Africa where they will join project workers for six weeks, gaining invaluable experience whilst helping to build classrooms and provide support for local children.

William, one of the sixth formers chosen to help build two classrooms at a small school in Neiri, said: "Just seeing pictures of the projects, with children smiling where before they were crying, is inspirational.

"I am not always conscious of how privileged we are at St John's and other schools like it. Being made aware of the plight of others really brings it home.

"Our school ethos is that we are tomorrow's leaders and we should make a difference in the world. I look forward to putting this into practice in Africa."

Lomond head a 'Naval child' himself . . .

LOCATED in picturesque Helensburgh, close by Faslane, Lomond School is much sought after by Naval families who are well aware of the school's reputation for academic excellence and all-round development.

Catering for boarders and day pupils, co-educational, and accepting pupils from nursery age to 18, Lomond follows the Scottish educational pattern to the end of Scottish Highers and rounds off with 'A' levels taken after a one-year course in Sixth Form.

Ninety per cent of leavers go on to university, with a significant minority obtaining places at Oxbridge.

Academic aims are to encourage every pupil to achieve their potential and the school goes to a great deal of trouble to ensure that this is achieved.

Small class sizes, setting, detailed monitoring and rteport systems, a quality teaching staff, superb facilities and integrated lerarning systems are all part of the process, and Headmaster Angus Macdonald pays tribute to a work ethic that is fashioned by example and encouragement.

The school serves families in the local area and also accepts students from abroad which adds an international dimension – one of its many strengths.

Among unusual features are a Traditional Music Scholarship, a teamwork and leadership course at Outward Bound, the use of Successmaker, brand new facilities in the state-of-the-art main block, compulsory Duke of Edinburgh Award participation, entry in the Scottish Island Peaks Race, use of secondary teachers in the Upper Primary (transitus) and a superb computer network.

Special Service bursaries are available and Naval personnel are especially welcomed, Headmaster Macdonald himself being a "Naval child" and all too familiar with the dislocation that is part and parcel of life in the Senior Service.

"This is an outstanding school."
OFSTED

- A voluntary aided, mixed 13-18 Grammar School
- No tuition costs. Boarding fees £2,050 per term
- 57% A/B grades at A level. 90% of students go on to University
- 400 seat theatre, sports hall, astroturf and a new technology centre
- Weekend programmes with a wide range of outdoor pursuits
- Art, design, music and drama thrive
- 75 acres of grounds

Contact the Registrar at:
Cranbrook School, Cranbrook, Kent, TN17 3JD
Tel: 01580 712554 Fax: 01580 715365
E-mail: registrar@cranbrook.kent.sch.uk

CRANBROOK SCHOOL
One of the most successful schools in Britain

SERVICE CHILDREN'S EDUCATION

Service Children's Education (United Kingdom)

Do you have concerns about your child's education?

Contact SCE(UK) for advice, support & information.

HQ Services Children's Education (UK)
Trenchard Lines, Upavon, Pewsey
Wiltshire SN9 6BE

Telephone Helpline: 01980 618244 Mil: 94344 8244
Fax: 01980 618245 Mil: 94344 8245